GARMIN

CIRRUS PERSPECTIVE™

Cirrus SR20/SR22/SR22T

Integrated Avionics System

Cockpit Reference Guide

FLIGHT INSTRUMENTS
EIS
NAV/COM/TRANSPONDER/AUDIO PANEL
AUTOMATIC FLIGHT CONTROL SYSTEM
GPS NAVIGATION
FLIGHT PLANNING
PROCEDURES
HAZARD AVOIDANCE
ADDITIONAL FEATURES
ABNORMAL OPERATION
ANNUNCIATIONS & ALERTS
APPENDIX
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This manual reflects the operation of System Software 0764.18 or later for the Cirrus Perspective™ Integrated Avionics System. Some differences in operation may be observed when comparing the information in this manual to earlier or later software versions. Always refer to the approved Airplane Flight Manual for a description of systems, limitations and procedures. For a complete list of Garmin manuals with corresponding part numbers and system software versions, refer to www.garmin.com.

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January, 2013 190-00821-09 Rev. A Printed in the U.S.A.

WARNING: *Navigation and terrain separation must NOT be predicated upon the use of the terrain avoidance feature. The terrain avoidance feature is NOT intended to be used as a primary reference for terrain avoidance and does not relieve the pilot from the responsibility of being aware of surroundings during flight. The terrain avoidance feature is only to be used as an aid for terrain avoidance. Terrain data is obtained from third party sources. Garmin is not able to independently verify the accuracy of the terrain data.*

WARNING: *The displayed minimum safe altitudes (MSAs) are only advisory in nature and should not be relied upon as the sole source of obstacle and terrain avoidance information. Always refer to current aeronautical charts for appropriate minimum clearance altitudes.*

WARNING: *The altitude calculated by Perspective™ GPS receivers is geometric height above Mean Sea Level and could vary significantly from the altitude displayed by pressure altimeters, such as the Air Data Computer, or other altimeters in the aircraft. GPS altitude should never be used for vertical navigation. Always use pressure altitude displayed by the Perspective™ PFD or other pressure altimeters in aircraft.*

WARNING: *Do not use outdated database information. Databases used in the Perspective™ system must be updated regularly in order to ensure that the information remains current. Pilots using any outdated database do so entirely at their own risk.*

WARNING: *Do not use basemap (land and water data) information for primary navigation. Basemap data is intended only to supplement other approved navigation data sources and should be considered as an aid to enhance situational awareness.*

WARNING: *Do not rely soley upon the display of traffic information for collision avoidance maneuvering. The traffic display does not provide collision avoidance resolution advisories and does not under any circumstances or conditions relieve the pilot's responsibility to see and avoid other aircraft*

WARNING: *Do not rely solely upon the display of traffic information to accurately depict all of the traffic within range of the aircraft. Due to lack of equipment, poor signal reception, and/or inaccurate information from aircraft or ground stations, traffic may be present that is not represented on the display.*

WARNING: *Do not rely on information from a lightning detection system display as the sole basis for hazardous weather avoidance. Range limitations and interference may cause the system to display inaccurate or incomplete information. Refer to documentation from the lightning system manufacturer for detailed information about the system.*

WARNING: *Do not use data link weather information for maneuvering in, near or around areas of hazardous weather. Information contained within data link weather products may not accurately depict current weather conditions.*

WARNING: *Do not use the indicated data link weather product age to determine the age of the weather information shown by the data link weather product. Due to time delays inherent in gathering and processing weather data for data link transmission, the weather information shown by the data link weather product may be significantly older than the indicated weather product age.*

WARNING: *The Perspective™ system, as installed in the Cirrus SR20/SR22/SR22T aircraft, has a very high degree of functional integrity. However, the pilot must recognize that providing monitoring and/or self-test capability for all conceivable system failures is not practical. Although unlikely, it may be possible for erroneous operation to occur without a fault indication shown by the Perspective™ system. It is thus the responsibility of the pilot to detect such an occurrence by means of cross-checking with all redundant or correlated information available in the cockpit.*

WARNING: *For safety reasons, Perspective™ system operational procedures must be learned on the ground.*

WARNING: *The United States government operates the Global Positioning System and is solely responsible for its accuracy and maintenance. The GPS system is subject to changes which could affect the accuracy and performance of all GPS equipment. Portions of the Perspective™ system utilize GPS as a precision electronic NAVigation AID (NAVAID). Therefore, as with all NAVAIDs, information presented by the Perspective™ system can be misused or misinterpreted and, therefore, become unsafe.*

WARNING: *To reduce the risk of unsafe operation, carefully review and understand all aspects of the Perspective™ Pilot's Guide documentation and the Cirrus SR20/SR22/SR22T Airplane Flight Manual. Thoroughly practice basic operation prior to actual use. During flight operations, carefully compare indications from the Perspective™ system to all available navigation sources, including the information from other NAVAIDs, visual sightings, charts, etc. For safety purposes, always resolve any discrepancies before continuing navigation.*

WARNING: *The illustrations in this guide are only examples. Never use the Perspective™ system to attempt to penetrate a thunderstorm. Both the FAA Advisory Circular, Subject: Thunderstorms, and the Aeronautical Information Manual (AIM) recommend avoiding "by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo."*

WARNING: *Lamp(s) inside this product may contain mercury (HG) and must be recycled or disposed of according to local, state, or federal laws. For more information, refer to our website at www.garmin.com/aboutGarmin/environment/disposal.jsp.*

WARNING: *Because of variation in the earth's magnetic field, operating the system within the following areas could result in loss of reliable attitude and heading indications. North of 72° North latitude at all longitudes. South of 70° South latitude at all longitudes. North of 65° North latitude between longitude 75° W and 120° W. (Northern Canada). North of 70° North latitude between longitude 70° W and 128° W. (Northern Canada). North of 70° North latitude between longitude 85° E and 114° E. (Northern Russia). South of 55° South latitude between longitude 120° E and 165° E. (Region south of Australia and New Zealand).*

WARNING: *Do not use GPS to navigate to any active waypoint identified as a 'NON WGS84 WPT' by a system message. 'NON WGS84 WPT' waypoints are derived from an unknown map reference datum that may be incompatible with the map reference datum used by GPS (known as WGS84) and may be positioned in error as displayed.*

CAUTION: *The PFD and MFD displays use a lens coated with a special anti-reflective coating that is very sensitive to skin oils, waxes, and abrasive cleaners. CLEANERS CONTAINING AMMONIA WILL HARM THE ANTI-REFLECTIVE COATING. It is very important to clean the lens using a clean, lint-free cloth and an eyeglass lens cleaner that is specified as safe for anti-reflective coatings.*

CAUTION: *The Perspective™ system does not contain any user-serviceable parts. Repairs should only be made by an authorized Garmin service center. Unauthorized repairs or modifications could void both the warranty and the pilot's authority to operate this device under FAA/FCC regulations.*

NOTE: *All visual depictions contained within this document, including screen images of the Perspective™ panel and displays, are subject to change and may not reflect the most current Perspective™ system and aviation databases. Depictions of equipment may differ slightly from the actual equipment.*

NOTE: *This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.*

NOTE: *When using Stormscope, there are several atmospheric phenomena in addition to nearby thunderstorms that can cause isolated discharge points in the strike display mode. However, clusters of two or more discharge points in the strike display mode do indicate thunderstorm activity if these point reappear after the screen has been cleared.*

NOTE: *The data contained in the terrain and obstacle databases comes from government agencies. Garmin accurately processes and cross-validates the data, but cannot guarantee the accuracy and completeness of the data.*

NOTE: *Do not rely solely upon data link services to provide Temporary Flight Restriction (TFR) information. Always confirm TFR information through official sources such as Flight Service Stations or Air Traffic Control.*

NOTE: *This product, its packaging, and its components contain chemicals known to the State of California to cause cancer, birth defects, or reproductive harm. This notice is being provided in accordance with California's Proposition 65. If you have any questions or would like additional information, please refer to our web site at www.garmin.com/prop65.*

NOTE: *Interference from GPS repeaters operating inside nearby hangars can cause an intermittent loss of attitude and heading displays while the aircraft is on the ground. Moving the aircraft more than 100 yards away from the source of the interference should alleviate the condition.*

NOTE: *Use of polarized eyewear may cause the flight displays to appear dim or blank.*

NOTE: *The purpose of this Cockpit Reference Guide is to provide the pilot a resource with which to find operating instructions on the major features of the Perspective™ system more easily. It is not intended to be a comprehensive operating guide. Complete operating procedures for the system are found in the Perspective™ Pilot's Guide for this aircraft.*

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Part Number	Change Summary
190-00821-00 Rev A	Initial release
Rev B	Made clerical changes
Rev C	Made clerical changes to pages 8 and 91
190-00821-01	Added Enhanced Vision System Added changes in page navigation Added new procedures for creating user waypoints Added importing and exporting flight plans Updated Warning Alerts, Caution Alerts, and Advisory Annunciations Added new XM Weather product symbols Added other GDU 9.10 parameters
190-00821-02	Added SR20 engine display operation Added FIKI Anti-icing system GDU 9.12
190-00821-03	Added AOPA Airport Directory Added dual navigation database capability Added database synchronization Added GDU 10.00 parameters
190-00821-04	Added the SR22 Turbo Added GDU 11.00 parameters
190-00821-05	Added GTS 800 Traffic Advisory System Changed SR22 Turbo to SR22T
190-00821-06	Added Profile View Updated Active Flight Plan modification procedures to include the Quick Select Box and Insertion Point Indicator Updated XM Weather product status display Added Electronic Stability & Protection Added Underspeed Protection Added Hypoxia Detection System Added other GDU 11.11 parameters

Part Number	Change Summary
190-00821-07	Added GMA 350 Audio Panel Added Iridium Satellite Telephone Added GFDS Worldwide Weather Added WX LGND, LEGEND, and METAR softkeys Updated system messages Added other GDU 12.01 parameters Added L-3 *SKYWATCH*® Traffic
190-00821-08	Added GDU 12.10 parameters Updated system messages Added Pilot Profiles Import/Export Added Pilot Profile Import/Export messages Updated XM volume and mute procedures Replaced BRG field with ETE on the PFD
190-00821-09	GDU 12.11 Added GDL 59 Added Fuel Quantity Indicators to EIS Updated system messages

Revision	Date of Revision	Affected Pages	Description
A	January, 2013	All	Initial Release

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FLIGHT INSTRUMENTS

SELECTING THE ALTIMETER BAROMETRIC PRESSURE SETTING

Turn the **BARO** Knob to select the desired setting.

SELECTING STANDARD BAROMETRIC PRESSURE

Press the **BARO** Knob.

CHANGE ALTIMETER BAROMETRIC PRESSURE SETTING UNITS

1) Press the **PFD** Softkey to display the second-level softkeys.
2) Press the **ALT UNIT** Softkey.
3) Press the **IN** Softkey to display the barometric pressure setting in inches of mercury (in Hg).

   Or:

   Press the **HPA** Softkey to display the barometric pressure setting in hectopascals.
4) Press the **BACK** Softkey to return to the top-level softkeys.

CHANGE NAVIGATION SOURCES

1) Press the **CDI** Softkey to change from GPS to VOR1 or LOC1. This places the light blue tuning box over the NAV1 standby frequency in the upper left corner of the PFD.
2) Press the **CDI** Softkey again to change from VOR1 or LOC1 to VOR2 or LOC2. This places the light blue tuning box over the NAV2 standby frequency.
3) Press the **CDI** Softkey a third time to return to GPS.

ENABLE/DISABLE OBS MODE WHILE NAVIGATING WITH GPS

1) Press the **OBS** Softkey to select OBS Mode.
2) Turn a **CRS** Knob to select the desired course to/from the waypoint. Press the **CRS** Knob to synchronize the Selected Course with the bearing to the next waypoint.
3) Press the **OBS** Softkey again to disable OBS Mode.

GENERIC TIMER

1) Press the **TMR/REF** Softkey, then turn the large **FMS** Knob to select the time field (hh/mm/ss). Turn the **FMS** Knobs to set the desired time, then press the **ENT** Key. The UP/DOWN field is now highlighted.
2) Turn the small **FMS** Knob to display the UP/DOWN window. Turn the **FMS** Knob to select 'UP' or 'DOWN', then press the **ENT** Key. 'START?' is now highlighted.
3) Press the **ENT** Key to START, STOP, or RESET the timer (if the timer is counting DOWN, it will start counting UP after reaching zero). Press the **CLR** Key or the **TMR/REF** Softkey to remove the window.

CONFIGURE V-SPEED BUGS

NOTE: V-speed values cannot be adjusted in all models.

1) Press the **TMR/REF** Softkey.
2) Turn the large **FMS** Knob to highlight the desired V-speed.
3) Use the small **FMS** Knob to change the V-speed in 1-kt increments. Vx may be adjusted up to 89 knots and Vy may be adjusted down to 89 knots. Vglide and Vrotate cannot be adjusted. When a speed has been changed from a default value, an asterisk appears next to the value.
4) Press the **ENT** Key or turn the large **FMS** Knob to highlight the ON/OFF field
5) Turn the small **FMS** Knob clockwise to ON or counterclockwise to OFF.
6) To remove the window, press the **CLR** Key or the **TMR/REF** Softkey.

SET BAROMETRIC MINIMUM DESCENT ALTITUDE

1) Press the **TMR/REF** Softkey.
2) Turn the large **FMS** Knob to highlight the OFF/BARO field to the right of 'MINIMUMS'.
3) Turn the small **FMS** Knob clockwise to BARO.
4) Press the **ENT** Key.

5) Use the small **FMS** Knob to enter the desired altitude.
6) Press the **ENT** Key.
7) To remove the window, press the **CLR** Key or the **TMR/REF** Softkey.

DISPLAYING WIND DATA

1) Press the **PFD** Softkey.
2) Press the **WIND** Softkey to display wind data below the Selected Heading.
3) Press the **OPTN 1** or **OPTN 2** Softkey to change how wind data is displayed.
4) To remove the Wind Data Window, press the **OFF** Softkey.

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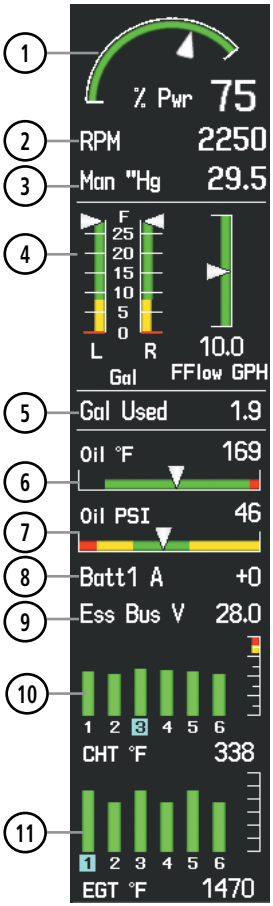
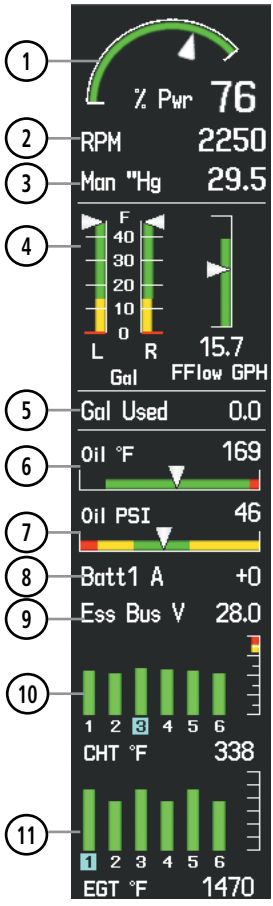
ENGINE INDICATION SYSTEM

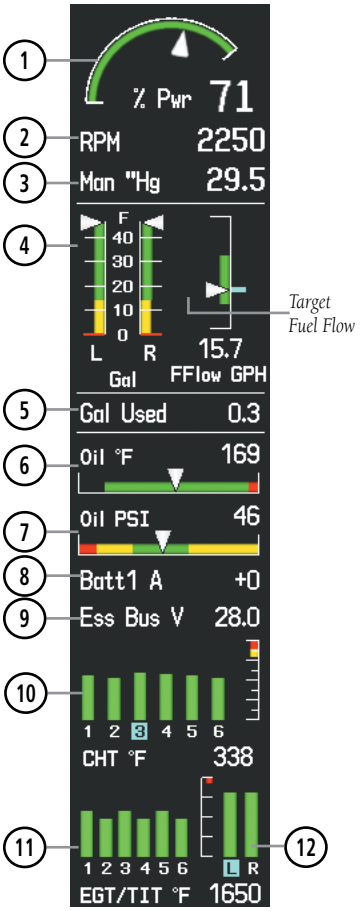


SR20

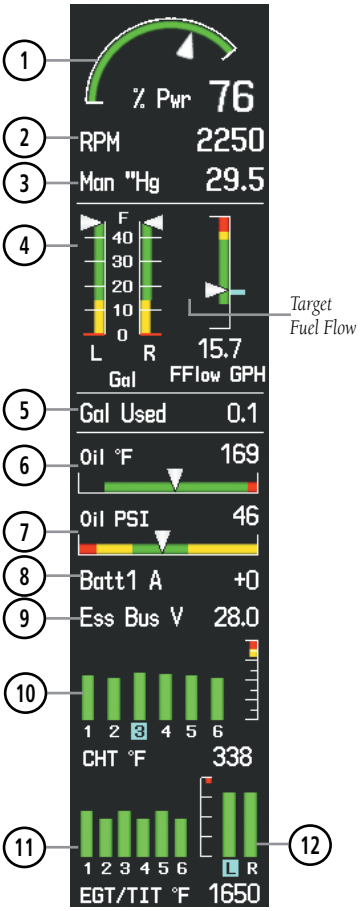


SR22
(Naturally Aspirated)

1. *Percent Power*
2. *Tachometer*
3. *Manifold Pressure*
4. *Fuel Quantity & Fuel Flow*
5. *Gallons Used*
6. *Oil Temperature*
7. *Oil Pressure*
8. *Ammeter*
9. *Voltmeter*
10. *Cylinder Head Temperature*
11. *Exhaust Gas Temperature*



SR22T



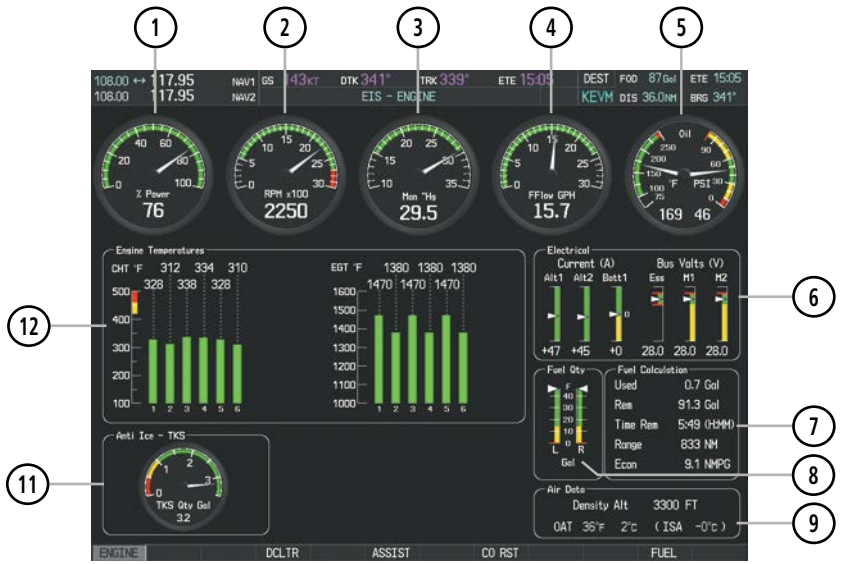
SR22TN

1. *Percent Power*
2. *Tachometer*
3. *Manifold Pressure*
4. *Fuel Quantity & Fuel Flow*
5. *Gallons Used*
6. *Oil Temperature*
7. *Oil Pressure*
8. *Ammeter*
9. *Voltmeter*
10. *Cylinder Head Temperature*
11. *Exhaust Gas Temperature*
12. *Left and Right Turbine Inlet Temperature*

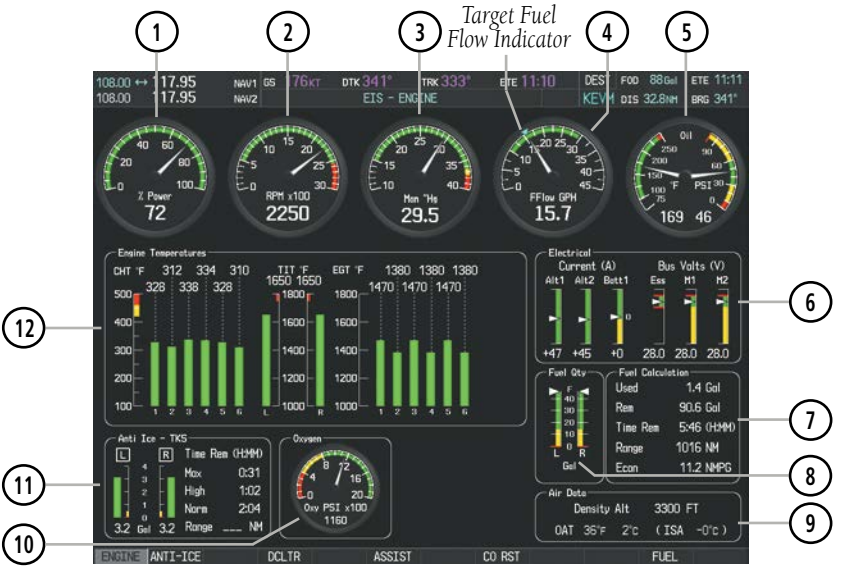
ENGINE PAGE

Pressing the **ENGINE** Softkey accesses the EIS - Engine Page, which displays all engine, fuel, fuel calculation, electrical, and air data information. Pressing the **FUEL** Softkey accesses the second-level softkeys.

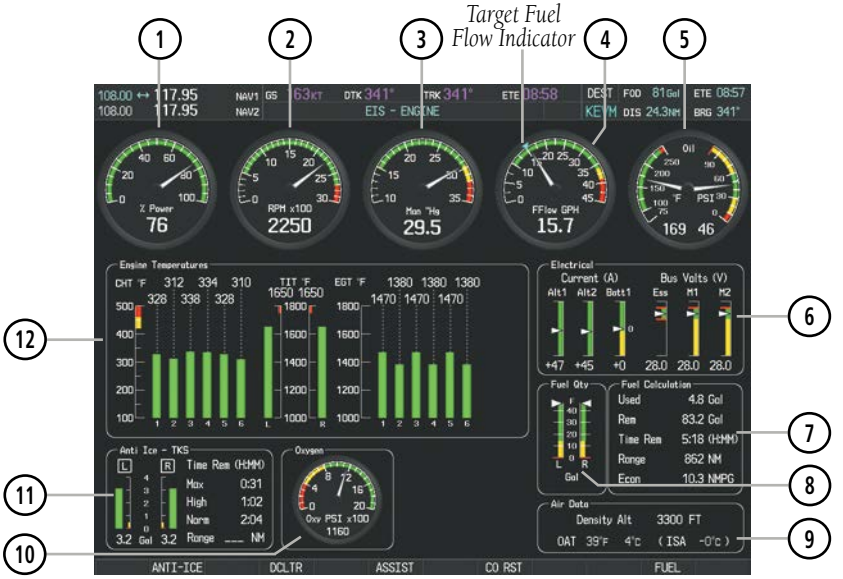
SR20



SR22



SR22T



SR22TN

1. *Percent Power*
2. *Tachometer*
3. *Manifold Pressure*
4. *Fuel Flow*
5. *Oil Temperature*
6. *Electrical Group*
7. *Fuel Calculation Group*
8. *Fuel Quantity Indicator*
9. *Air Data*
10. *Oxygen Pressure*
11. *Anti-Ice Fluid Quantity Indicator (TKS NH and TKS FIKI)*
12. *Engine Temperature Group*

Fuel Calculations

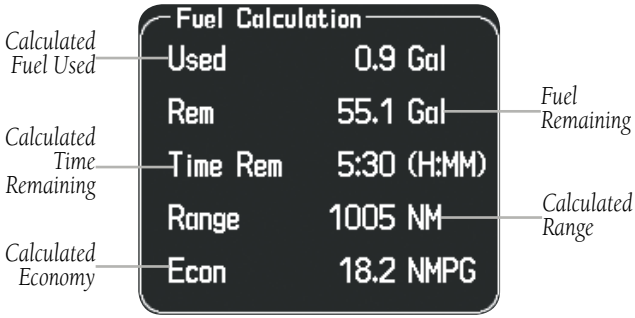
NOTE: *Fuel calculations do not use the aircraft fuel quantity indicators and are calculated from the last time the fuel was reset.*

Adjusting the fuel totalizer quantity:

1) Press the **ENGINE** Softkey to display the Engine Page.

2) Press the **FUEL** Softkey to access the Initial Usable Fuel Page.

3) Turn the **FMS** Knob (small knob adjusts in 1 gallon increments and large knob in 10 gallon increments) to increase or decrease the initial usable fuel displayed.



Fuel Calculations Group

Full Fuel (SR20)
Initial Usable Fuel Page

Fuel to TABS (SR22)
Initial Usable Fuel Page

Full Fuel (SR22)
Initial Usable Fuel Page

Leaning Assist Mode

NOTE: *The pilot should follow the engine manufacturer's recommended leaning procedures in the Pilot's Operating Handbook (POH).*

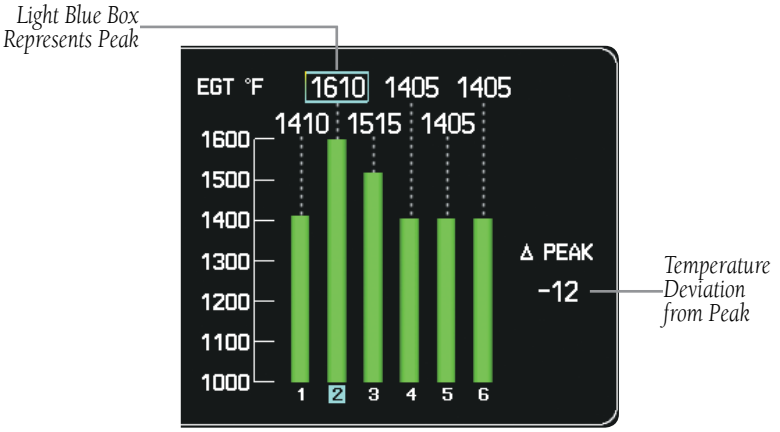
Accessing Leaning Assist Mode:

1) Press the **ENGINE** Softkey to display the Engine Page.

2) Press the **ASSIST** Softkey to identify peaks.

When the **ASSIST** Softkey is pressed, the system initially highlights the number and places a light blue box around the EGT readout of the cylinder with the hottest EGT. The Δ Peak temperature is the difference between the peak temperature and the present temperature for the peaked cylinder. When the first peak is detected, "1st" is annunciated below that cylinder's EGT bar and the temperature is enclosed in a light blue box.

The system continues to detect peak EGTs for each cylinder lean of peak as the fuel flow is decreased, and the peak of each cylinder's EGT is indicated by a light blue marker on the graph. Once all cylinders are lean of peak, the last cylinder to peak is denoted by the "Last" annunciation below its bar on the graph.



Leaning Assist Mode

TKS FIKI Anti-ice System

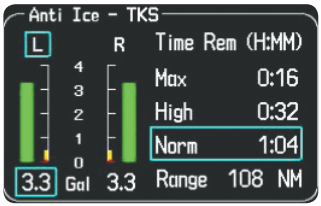
In the default tank selection mode (AUTO), the system assures the fluid level in the two tanks is kept relatively even by periodically closing the tank with the lowest level. The system uses the TKS fluid tank quantity to control the tank shut-off valves. When the system is on and operating in AUTO mode, the shut-off valves close under the following conditions:

- The left and right tank level imbalance is greater than 0.25 gallons (low tank will be closed until level balance is within 0.15 gallons)
- The fluid quantity is empty (indicated from the fluid level sensor and level switch)
- The fluid quantity is unreliable (a miscompare between the level sensor and level switch or an out of range level sensor value)

Manual tank mode allows the pilot to control either tank's shut-off valve. Manual may be selected by pressing the **ANTI-ICE** Softkey to access the second-level softkeys **LEFT**, **AUTO**, and **RIGHT**.

- **LEFT** Softkey – opens left tank valve and closes right tank valve
- **AUTO** Softkey – returns to AUTO tank mode
- **RIGHT** Softkey – opens right tank valve and closes left tank valve

While operating in manual tank mode, only the selected/open tank's quantity is used for the range and endurance calculations.



Manual Tank Mode (Left tank selected)

The TKS FIKI system consists of various operating modes, which are presented on the Perspective™ system. A white box highlights the active mode. Descriptions of the various modes are listed in the following table:

Operating Mode	System Operation	Comments
OFF	System Off	No modes selected
NORMAL	Both pumps operate on a timed, repeating cycle – 30 seconds ON and 90 seconds OFF	Provides 50% flow rate for light/ moderate icing ☂
HIGH	A single primary pump (#1) operates continuously	Provides 100% flow rate for moderate icing ☂
MAX (momentary)	Both primary pumps operate continuously for 120 seconds	Provides 200% flow rate for severe icing or to expedite the removal of previous ice buildup ☂
PUMP BKUP	A single primary pump (#2) operates continuously	This mode is used in the event of a timer box failure or when BKUP mode is selected. Pump #2 provides 100% flow rate, bypassing the timer box ☂
☂ Refer to the AFM for pilot recommended actions		

Blank Page

NAV/COM/TRANSPONDER/AUDIO PANEL

DME TUNING

1) Press the **DME** Softkey.
2) Turn the large **FMS** Knob to select the DME source field.
3) Turn the small **FMS** Knob to select the desired Nav radio.
4) Press the **ENT** Key to complete the selection.

ENTER A TRANSPONDER CODE

1) Press the **XPDR** Softkey to display the transponder mode selection softkeys.
2) Press the **CODE** Softkey to display the transponder code selection softkeys, for digit entry.
3) Press the digit softkeys to enter the code in the Code Field or enter a code with the Numeric Keypad. When entering the code, the next key in sequence must be pressed within 10 seconds, or the entry is cancelled and restored to the previous code. Five seconds after the fourth digit has been entered, the transponder code becomes active.

Or:

1) Press the **XPDR** Key on the PFD/MFD Control Unit to select the transponder function.
2) Enter a code with the Numeric Keypad or **FMS** Knob on the PFD/MFD Control Unit. Five seconds after the fourth digit has been entered, the transponder code becomes active.

SELECTING A COM RADIO

Transmit/Receive

Press the **COM1 MIC** (**MIC1** for GMA 350), or **COM2 MIC** (**MIC2** for GMA 350) on the audio panel.

Receive Only

Press the **COM1**, or **COM2**, on the audio panel.

SELECTING A NAV RADIO

1) To begin navigating using a navigation radio, press the **CDI** Softkey on the PFD to select VOR1/LOC1 (NAV1) or VOR2/LOC2 (NAV2).
2) Press the **NAV1**, **NAV2**, **DME** (GMA 347 only), or **ADF** (GMA 347 only) Key on the audio panel to select or deselect the navigation radio audio source. All radio keys can be selected individually or together. On GMA 350 installs with optional DME and/or ADF to select audio press **AUX** key.

NAV/COM TUNING

1) Turn the respective tuning knobs to enter the desired frequency into the standby frequency field. The large knob enters MHz and the small knob enters kHz.
2) Press the appropriate **Frequency Transfer** Key to place the frequency into the active frequency field.

Or:

1) Press the **COM** or **NAV** Key on the PFD/MFD Control Unit to select the desired COM or NAV frequency box.
2) Turn the **FMS/XPDR COM/NAV** Knob to tune the desired frequency (large knob for MHz; small knob for kHz).
3) Press the **Frequency Transfer** Key to transfer the frequency to the active field.

SPLIT COM

During Split COM operation, both the pilot and the copilot can transmit simultaneously over separate radios.

GMA 347

The pilot can still monitor NAV1, NAV2, ADF, DME, and MKR Audio as selected, but the copilot is only able to monitor COM2.

When Split COM operation is selected, COM1 is used by the pilot and COM2 is used by the copilot. The COM1 MIC Annunciator flashes when the pilot's microphone PTT is pressed. The COM2 MIC Annunciator flashes when the copilot's microphone PTT is pressed.

Pressing the **COM 1/2** Key selects Split COM operation. The COM 1/2 Annunciator is illuminated indicating Split COM operation. COM1 and COM2 frequencies are displayed in green indicating that both transceivers are active. Split COM operation is cancelled by pressing the **COM 1/2** Key again, at which time the annunciator is extinguished.

GMA 350

Pressing both **MIC** Keys simultaneously initiates Split COM Mode (i.e., COM1/COM2). The respective COM1/MIC1 or COM2/MIC2 annunciators are illuminated indicating Split COM operation. Split COM operation is cancelled by pressing one of the selected MIC Keys again.

In Split COM mode, the pilot uses COM1 and the copilot uses COM2.

INTERCOM SYSTEM (ICS) ISOLATION

GMA 347

Press the **PILOT** and/or **COPLT** Key on the audio panel to select those isolated from hearing the Nav/Com radios and music.

PILOT KEY Annunciator	COPLT KEY Annunciator	Pilot Hears	Copilot Hears	Passenger Hears
OFF	OFF	Selected radios, aural alerts, pilot, copilot, passengers, music	Selected radios, aural alerts, pilot, copilot, passengers, music	Selected radios, aural alerts, pilot, copilot, passengers, music
ON	OFF	Selected radios, aural alerts, pilot	Copilot, passengers, music	Copilot, passengers, music
OFF	ON	Selected radios, aural alerts, pilot; passengers, music	Copilot	Selected radios, aural alerts, pilot, passengers, music
ON	ON	Selected radios, aural alerts, pilot, copilot	Selected radios, aural alerts, pilot, copilot	Passengers, music

ICS Isolation Modes

GMA 350

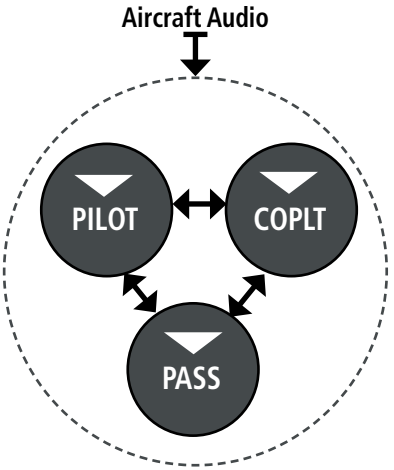
NOTE: *In the following modes the copilot position is configured as crew.*

NOTE: *In the default ICS configuration, only the pilot and copilot positions can hear aircraft alerts.*

All Intercom Mode

In 'All Intercom' mode the Pilot, Copilot, and Passengers hear each other and hear the aircraft audio.

ICS Keys

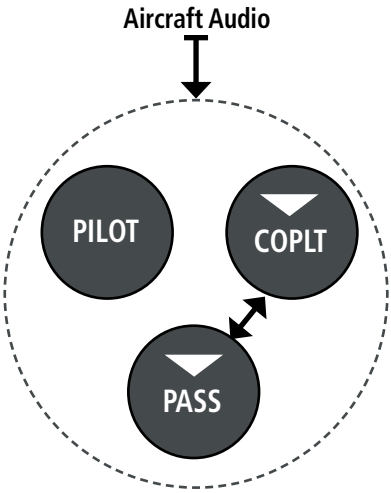


Mode Operation

Pilot Isolate Mode

In 'Pilot Isolate' mode the Pilot, Copilot, and Passengers hear the aircraft audio. The Copilot and Passengers also hear each other.

ICS Keys

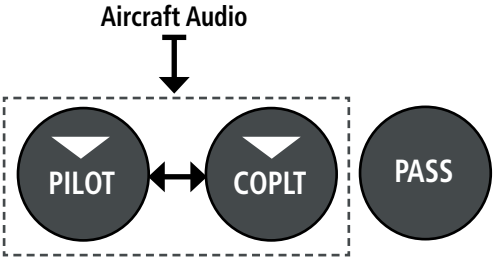


Mode Operation

Passenger/Crew Isolate Mode

In 'Passenger/Crew Isolate' mode the Pilot and Copilot hear the aircraft audio and each other. The Passengers hear each other.

ICS Keys

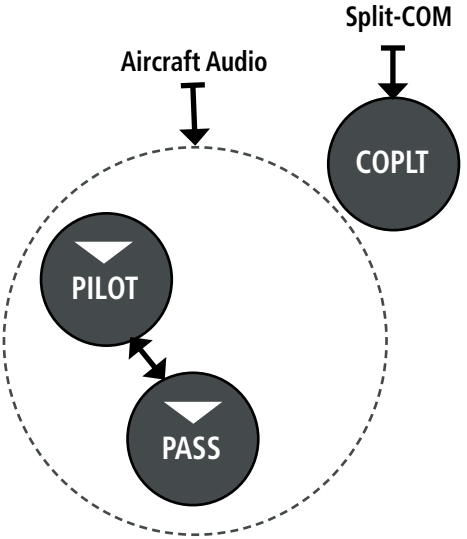


Mode Operation

Copilot Isolate Mode

In 'Copilot Isolate' mode the Pilot and Passengers hear the aircraft audio and each other. The Copilot has the option to use Split-COM mode.

ICS Keys

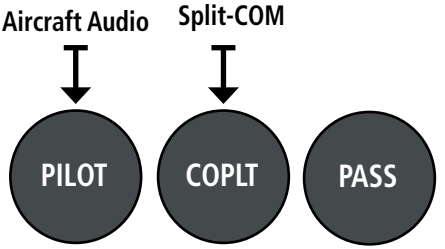


Mode Operation

All Isolate Mode

In 'All Isolate' mode the Pilot hears the aircraft audio. The Copilot has the option to use Split-COM mode. The Passengers hear each other.

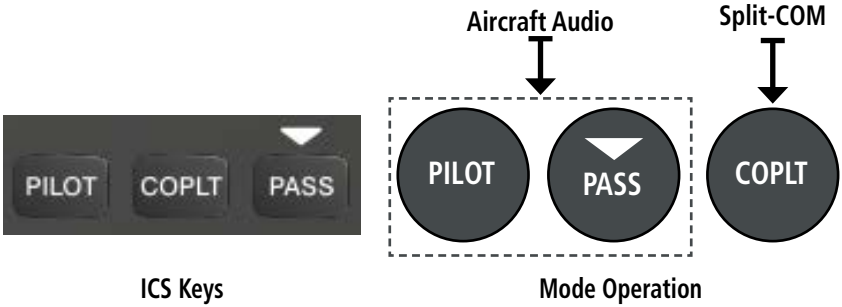
ICS Keys



Mode Operation

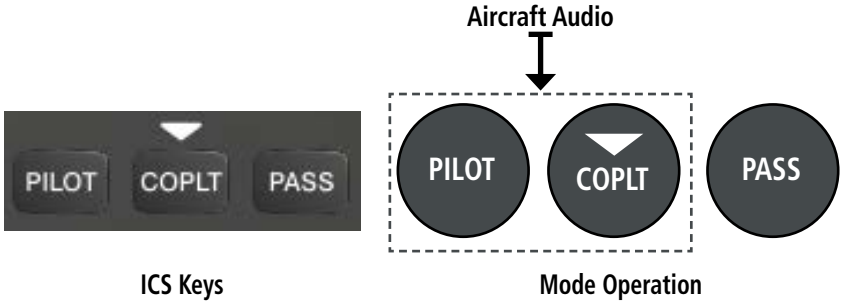
Pilot & Copilot Isolate Mode

In 'Pilot & Copilot Isolate' mode the Pilot and Passengers hear the aircraft audio. The Copilot has the option to use Split-COM mode.



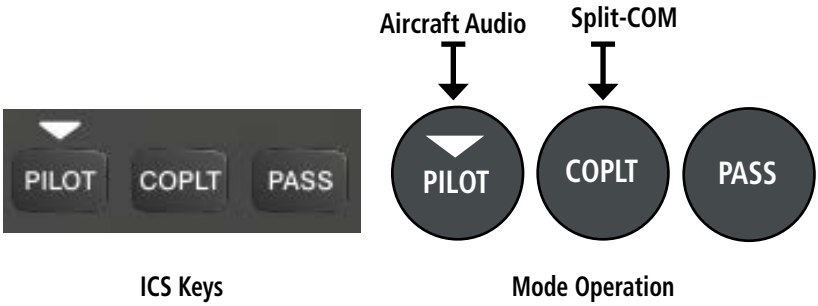
Pilot & Passenger Isolate Mode

In 'Pilot & Passenger Isolate' mode the Pilot and Copilot hear the aircraft audio. The Passengers hear each other.



Copilot & Passenger Isolate Mode

In 'Copilot & Passenger Isolate' mode the Pilot can hear the aircraft audio. The Copilot has the option to use Split-COM mode. The Passengers hear each other.



TELEPHONE/ENTERTAINMENT AUDIO

GMA 347

Crew Music

Crew music, either SiriusXM™ Radio or Music1, can be heard by the pilot and copilot when both the PILOT and the COPLT ICS Annunciators are extinguished. Crew music can also be heard by the pilot when the COPLT Annunciator is illuminated and by the copilot when the PILOT Annunciator is illuminated.

Music Muting

Crew music muting occurs when aircraft radio or marker beacon activity is heard. Crew music is always soft muted when an interruption occurs from these sources. Soft muting is the gradual return of music to its original volume level. The time required for music volume to return to normal is between one-half and four seconds.

Music Muting Enable/Disable

Pressing and holding the **MKR/MUTE** Key for three seconds switches crew music muting on and off. When switching, either one or two beeps are heard; one beep indicates that music muting is enabled, two beeps indicate music muting is disabled. Crew music muting is reset (enabled) during power up.

Passenger Music

Passenger music, either SiriusXM™ Radio or Music2, can be heard only by the passengers and is never soft muted.

SiriusXM™ Radio Entertainment

SiriusXM™ Radio audio from the Data Link Receiver may be heard by the pilot and passengers simultaneously (optional: requires subscription to SiriusXM™ Radio Service). Refer to the Additional Features Section for more details on the Data Link Receiver.

Connecting a stereo input to the audio jack removes the SiriusXM™ Radio Audio from that input.

GMA 350

The telephone/entertainment ( ) Key controls a telephone or entertainment device connected to the rear of the audio panel or to the Front Panel Jack.

The **MUS1** and **MUS2** Key controls the Entertainment Music audio input.

The Front Panel Jack can be used as an entertainment input or a telephone input (in which case, it disables the rear telephone interface). The Front Panel Jack is a 3.5-mm stereo jack that is compatible with popular portable entertainment devices such as MP3s, CD players, and cell phones. The headphone outputs of the entertainment devices can be plugged into the Front Panel Jack or the **MUS1** or **MUS2** external jacks.

The music (MUS1/MUS2) and telephone/entertainment ( ) audio are distributed using the Blue-Select Mode.

The Blue-Select Mode is entered by pressing the small knob when the volume control cursor (flashing white annunciator) is not active. If the volume control cursor is active, press the small knob twice. The first press will cancel the volume control cursor, the second will activate Blue-Select Mode.

The annunciator over the Key will be flashing blue. Any combination of the annunciators over the **PILOT**, **COPLT**, and **PASS** buttons may be blue. Select the desired button to turn the blue annunciator on or off to distribute the telephone/entertainment audio to selected crew/passenger positions. Turn the large knob to select **MUS1** or **MUS2** and select the crew positions to receive the music audio.

Selecting any key other than **PILOT**, **COPLT**, **PASS**, **MUS1, MUS2**, or will cancel Blue-Select Mode. Pressing the small knob will also cancel Blue-Select Mode. After approximately ten seconds with no input, the Blue-Select Mode will automatically cancel.

Enabling/Disabling Muting

Press and hold the **MUS1**, **MUS2**, or ( ) Key for two seconds to switch muting on and off. The aural message **"Mute Music on Reception Enabled/Disabled"** or **"Mute Tel and Jack on Reception Enabled/Disabled"** is heard.

3D AUDIO (GMA 350 ONLY)

Stereo headsets are needed using the 3D Audio feature. If 3D audio is activated when mono headsets are in use, the listener will still hear all audio sources; however, there is no benefit from location separation.

Press and hold the **PILOT** Key to enable 3D audio processing for all headset positions. When 3D Audio is enabled, the aural message "3D audio left" is heard in the left ear followed by "3D audio right" in the right ear. Press and hold the **PILOT** Key again to disable 3D audio processing for all headset positions.

DIGITAL CLEARANCE PLAYER

*NOTE: Only the audio for the selected **COM MIC** Key is recorded. Audio is not recorded for COM3 MIC.*

- Pressing the **PLAY** Key once plays the latest recorded memory block, then returns to normal operation.
- Pressing the **MKR/MUTE** Key while playing a memory block stops play.
- Pressing the **PLAY** Key during play begins playing the previously recorded memory block. Each subsequent press of the **PLAY** Key begins playing the next previously recorded block.

AUTOMATIC FLIGHT CONTROL SYSTEM

GFC 700

NOTE: *If sensor information (other than attitude) required for a flight director mode becomes invalid or unavailable, the flight director automatically reverts to the default mode for that axis.*

NOTE: *If the attitude information required for the default flight director modes becomes invalid or unavailable, the autopilot automatically disengages.*

Flight Director Activation

An initial press of a key listed in the following table (when the flight director is not active) activates the flight director in the listed modes.

Control Pressed	Modes Selected			
	Lateral		Vertical	
FD Key	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
AP Key	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
GA Switch	Takeoff (on ground) Go Around (in air)	TO GA	Takeoff (on ground) Go Around (in air)	TO GA
ALT Key	Roll Hold (default)	ROL	Altitude Hold	ALT
VS Key	Roll Hold (default)	ROL	Vertical Speed	VS
VNV Key	Roll Hold (default)	ROL	Vertical Path Tracking*	VPTH
NAV Key	Navigation**	GPS VOR LOC BC	Pitch Hold (default)	PIT
APR Key	Approach**	GPS VOR LOC	Pitch Hold (default) Glidepath Glideslope	PIT GP GS
HDG Key	Heading Select	HDG	Pitch Hold (default)	PIT
LVL Key	Level Hold	LVL	Level Hold	LVL

Valid VNV flight plan must be entered before* ***VNV* *Key press activates flight director.*

The selected navigation receiver must have a valid VOR or LOC signal or active GPS course before* ***NAV *or* ***APR*** *Key press activates flight director.*

Vertical Modes

Vertical Mode	Description	Control	Annunciation
Pitch Hold	Holds the current aircraft pitch attitude; may be used to climb/ descend to the Selected Altitude	(default)	PIT
Selected Altitude Armed	AFCS armed to capture the altitude displayed in the Selected Altitude window	*	ALTS
Altitude Hold	Holds the current Altitude Reference	**ALT** Key	ALT nnnnn FT
Vertical Speed	Maintains the current aircraft vertical speed; may be used to climb/descend to the Selected Altitude	**VS** Key	VS nnnn FPM
VNAV	Captures and tracks the VNAV flight path	**VNV** Key	VPTH
VNAV Target Altitude Armed	AFCS armed to capture the altitude displayed in the VNAV Target Altitude window	**	ALTV
Glidepath	Captures and tracks the SBAS glidepath on approach	**APR** Key	GP
Glideslope	Captures and tracks the ILS glideslope on approach		GS
Takeoff	Commands constant pitch angle and wings level on ground in preparation for takeoff.	**GA** Switch	TO
Go Around	Commands a constant pitch attitude and wings level		GA
Level Hold	Engages the autopilot (within engagement limits) and levels the aircraft in pitch and roll attitudes.	**LVL** Key	LVL

* *ALTS armed automatically when PIT, VS, or GA active, and under VPTH when Selected Altitude is to be captured instead of VNAV Target Altitude*

** *ALTV armed automatically under VPTH when VNAV Target Altitude is to be captured instead of Selected Altitude*

Lateral Modes

Lateral Mode	Description	Control	Annunciation
Roll Hold	Holds current aircraft roll attitude or rolls wings level, depending on commanded bank angle	(default)	ROL
Heading Select	Captures and tracks Selected Heading	**HDG** Key	HDG
Navigation, GPS Arm/Capture/Track	Captures and tracks selected navigation source (GPS, VOR, LOC)	**NAV** Key	GPS
Navigation, VOR Enroute Arm/ Capture/Track			VOR
Navigation, LOC Arm/Capture/Track (No Glideslope)			LOC
Navigation Backcourse Capture/Track	Captures and tracks a localizer signal for backcourse approaches		BC
Approach, GPS Arm/Capture/Track	Captures and tracks selected navigation source (GPS, VOR, LOC)	**APR** Key	GPS
Approach, VOR Arm/Capture/Track			VAPP
Approach, ILS Arm/ Capture/Track (Glideslope Mode automatically armed)			LOC
Takeoff	Commands constant pitch angle and wings level on ground in preparation for takeoff.	**GA** Switch	TO
Go Around	Commands a constant pitch angle and wings level		GA
Level Hold	Engages the autopilot and levels the aircraft in pitch and roll attitudes.	**LVL** Key	LVL

Level

NOTE: *The level function is not available when Automatic Descent Mode has been activated by the Hypoxia Detection System.*

Pressing the **LVL** Key engages the autopilot (within autopilot engagement limits) and levels the aircraft in pitch (to arrest a climb or descent) and roll. No other lateral or vertical modes are engaged, therefore, the aircraft will not hold a course or heading and will not hold a selected altitude.

S-TEC FIFTY FIVE X AUTOPILOT (OPTIONAL)

NOTE: *This status annunciation is not analogous to both Perspective™ and the S-TEC Fifty Five X. Refer to the approved S-TEC Fifty Five X Pilot's Operating Handbook (POH) for comprehensive list of annunciations and operating instructions.*

In addition to the status and mode annunciations that are simultaneously displayed on both the Perspective™ system AFCS Status Box and the S-TEC Fifty Five X Autopilot Display and/or Remote Annunciator Display, the Perspective™ system displays an additional status annunciation of 'AP' when the autopilot is engaged. This provides the pilot with a dedicated annunciation showing the status of the autopilot engagement.

GPS NAVIGATION

DIRECT-TO NAVIGATION

Direct-to Navigation using the MFD

1) Press the **Direct-to** (D▸) Key on the PFD/MFD Control Unit.
2) Enter the waypoint identifier.
3) Press the **ENT** Key to confirm the identifier. The 'Activate?' field is highlighted.
4) If no altitude constraint or course is desired, press the **ENT** Key to activate. To enter an altitude constraint, proceed to step 5.
5) Turn the large **FMS** Knob to place the cursor over the 'VNV' altitude field.
6) Enter the desired altitude.
7) Press the **ENT** Key. If the waypoint entered is an airport, the option to select MSL or AGL is now displayed. If the waypoint is not an airport, proceed to step 9.
8) Turn the small **FMS** Knob to select 'MSL' or 'AGL'.
9) Press the **ENT** Key. The cursor is now flashing in the VNV offset distance field.
10) Enter the desired offset distance before (-) the waypoint.
11) Press the **ENT** Key. The 'Activate?' field is highlighted.
12) Press the **ENT** Key to activate.

Direct-to Navigation using the PFD

1) Press the **Direct-to** Key (D▸) on the PFD.
2) Turn the large **FMS** Knob to place the cursor in the desired selection field.
3) Turn the small **FMS** Knob to begin selecting the desired identifier, location, etc.
4) Press the **ENT** Key.
5) The cursor is now flashing on 'ACTIVATE?'. If no altitude constraint or course is desired, press the **ENT** Key to activate. To enter an altitude constraint, proceed to step 6.
6) Turn the large **FMS** Knob to place the cursor over the 'ALT' altitude field.

7) Turn the small **FMS** Knob to enter the desired altitude.
8) Press the **ENT** Key. If the waypoint entered is an airport, the option to select MSL or AGL is now displayed. If the waypoint is not an airport, proceed to step 10.
9) Turn the small **FMS** Knob to select 'MSL' or 'AGL'.
10) Press the **ENT** Key. The cursor is placed in the 'OFFSET' field.
11) Turn the small **FMS** Knob to enter the desired target altitude offset from the selected Direct-to.
12) Press the **ENT** Key to highlight 'Activate?' or turn the large **FMS** Knob to highlight the 'CRS' field.
13) Turn the small **FMS** Knob to enter the desired course to the waypoint.
14) Press the **ENT** Key to highlight 'ACTIVATE?'.
15) Press the **ENT** Key again to activate the Direct-to.

ACTIVATE A STORED FLIGHT PLAN

1) Press the **FPL** Key on the PFD/MFD Control Unit and turn the small **FMS** Knob to display the Flight Plan Catalog Page.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the desired flight plan
4) Press the **ACTIVE** Softkey. The confirmation window is now displayed.
5) With 'OK' highlighted, press the **ENT** Key to activate the flight plan. To cancel the flight plan activation, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

ACTIVATE A FLIGHT PLAN LEG

1) From the Active Flight Plan Page, use the **Joystick** to position the Quick Select Box on the desired waypoint, or press the **FMS** Knob to activate the cursor and turn the large **FMS** Knob to highlight the desired waypoint.
2) Press the **ACT LEG** Softkey.

   OR

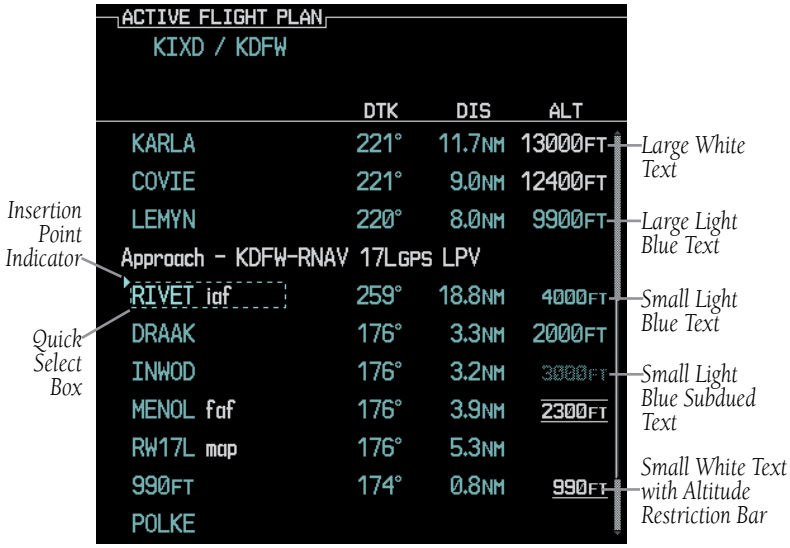
   Press the **MENU** Key, select the 'Activate Leg' option from the page menu and press the **ENT** Key. This step must be used when activating a leg from the PFD.
3) With 'Activate' highlighted, press the **ENT** Key.

STOP NAVIGATING A FLIGHT PLAN

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the Active Flight Plan Page.
2) Press the **MENU** Key to display the Page Menu Window.
3) Turn the large **FMS** Knob to highlight 'Delete Flight Plan' and press the **ENT** Key. With 'OK' highlighted, press the **ENT** Key to delete the flight plan. This will not delete the stored flight plan, only the active flight plan.

VERTICAL NAVIGATION (VNAV)

The navigation database only contains altitudes for procedures that call for "Cross at" altitudes. If the procedure states "Expect to cross at," the altitude is not in the database. In this case the altitude may be entered manually.



Cross AT or ABOVE 5,000 ft

Cross AT 2,300 ft

Cross AT or BELOW 3,000 ft

Altitudes associated with approach procedures are "auto-designated". This means the system automatically uses the altitudes loaded with the approach for giving vertical flight path guidance outside the FAF. Note these altitudes are displayed as small light blue text.

Altitudes associated with arrival procedures are "manually-designated". This means the system does not use the altitudes loaded with the arrival for giving vertical flight path guidance until designated to do so by the pilot. Note that these altitudes are initially displayed as white text. These altitudes may be "designated" by placing the cursor over the desired altitude and pressing the **ENT** Key. After designation, the text changes to light blue.

Altitudes that have been designated for use in vertical navigation may also be made "non-designated" by placing the cursor over the desired altitude and pressing the **CLR** Key. The altitude is now displayed only as a reference. It will not be used to give vertical flight path guidance. Other displayed altitudes may change due to re-calculations or rendered invalid as a result of manually changing an altitude to a non-designated altitude.

NOTE: *Making course changes greater than 90° during a descent with vertical guidance may cause excessive and rapid movement of the vertical deviation indicator, and SVS Pathways.*

The system updates vertical path guidance continuously using ground speed and the calculated distance to the Bottom of Descent (BOD). Due to turn anticipation guidance (turn-smoothing), distance to the BOD can be affected by course changes greater than approximately 5 degrees. Ground speed can be affected by factors such as shifts in wind direction, aircraft power management, pitch angle, and course changes. Abrupt and/or substantial changes to either the distance to the BOD, ground speed, or both can cause similarly abrupt/substantial changes in vertical path guidance.

Because of turn-smoothing, changes to both distance to the BOD and ground speed tend to be more extreme when the BOD is also a waypoint that marks a large course change. These speed and distance changes will be accounted for in the computed required vertical path and reflected in the vertical guidance indications.

	White Text	Light Blue Text	Light Blue Subdued Text
Large Text	Altitude calculated by the system estimating the altitude of the aircraft as it passes over the navigation point. This altitude is provided as a reference and is not designated to be used in determining vertical flight path guidance.	Altitude has been entered by the pilot. Altitude is designated for use in giving vertical flight path. Altitude does not match the published altitude in navigation database or no published altitude exists.	The system cannot use this altitude in determining vertical flight path guidance.
Small Text	Altitude is not designated to be used in determining vertical flight path guidance. Altitude has been retrieved from the navigation database and is provided as a reference.	Altitude is designated for use in giving vertical flight path guidance. Altitude has been retrieved from the navigation database or has been entered by the pilot and matches a published altitude in the navigation database.	The system cannot use this altitude in determining vertical flight path guidance.

Blank Page

FLIGHT PLANNING

TRIP PLANNING

1) Turn the large **FMS** Knob on the PFD/MFD Control Unit to select the 'AUX' page group.
2) Turn the small **FMS** Knob to select the Trip Planning Page.
3) The current 'PAGE MODE' is displayed at the top of the page: 'AUTOMATIC' or 'MANUAL'. To change the page mode, press the **AUTO** or **MANUAL** Softkey.
4) For Direct-to planning:
   - **a)** Press the **WPTS** Softkey and verify that the starting waypoint field indicates 'P.POS' (present position).
   - **b)** If necessary, press the **MENU** Key on the PFD/MFD Control Unit and select 'Set WPT to Present Position' to display 'P.POS'.
   - **c)** Press the **ENT** Key and the flashing cursor moves to the ending waypoint field.
   - **d)** Enter the identifier of the ending waypoint and press the **ENT** Key to accept the waypoint.

   Or:

   For point-to-point planning:
   - **a)** Enter the identifier of the starting waypoint.
   - **b)** Once the waypoint's identifier is entered, press the **ENT** Key to accept the waypoint. The flashing cursor moves to the ending waypoint.
   - **c)** Again, enter the identifier of the ending waypoint.
   - **d)** Press the **ENT** Key to accept the waypoint.

   Or:

   For flight plan leg planning:
   - **a)** Press the **FPL** Softkey (at the bottom of the display).
   - **b)** Turn the small **FMS** Knob to select the desired flight plan (already stored in memory), by number.
   - **c)** Turn the large **FMS** Knob to highlight the 'LEG' field.

d) Turn the small **FMS** Knob to select the desired leg of the flight plan, or select 'CUM' to apply trip planning calculations to the entire flight plan. Selecting 'FPL 00' displays the active flight plan. If an active flight plan is selected, 'REM' will be an available option to display planning data for the remainder of the flight plan.

NOTE: *The page mode must be set to 'MANUAL' to perform the following steps.*

5) Turn the large **FMS** Knob to highlight the departure time (DEP TIME) field.

NOTE: *The departure time on the Trip Planning Page is used for preflight planning. Refer to the Utility Page for the actual flight departure time.*

6) Enter the departure time. Press the **ENT** Key when finished. Departure time may be entered in local or UTC time, depending upon system settings.

7) The flashing cursor moves to the ground speed (GS) field. Enter the ground speed. Press the **ENT** Key when finished. Note that in 'automatic' page mode, ground speed is provided by the system.

8) The flashing cursor moves to the fuel flow field. Enter the fuel flow. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, fuel flow is provided by the system.

9) The flashing cursor moves to the fuel onboard field. Enter the fuel onboard. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, fuel onboard is provided by the fuel totalizer.

10) The flashing cursor moves to the calibrated airspeed (CALIBRATED AS) field. Enter the calibrated airspeed. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, calibrated airspeed is provided by the system.

11) The flashing cursor moves to the altitude (IND ALTITUDE) field. Enter the altitude. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, altitude is provided by the system.

12) The flashing cursor moves to the barometric setting (PRESSURE) field. Enter the desired baro setting. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, the baro setting is provided by the setting entered on the PFD.

13) The flashing cursor moves to the air temperature (TOTAL AIR TEMP) field. Enter the desired air temperature. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, air temperature is provided by the system outside air temperature.

CREATE A USER WAYPOINT DEFINED BY LATITUDE & LONGITUDE

1) Turn the large **FMS** Knob on the PFD/MFD Control Unit to select the 'WPT' page group.
2) Turn the small **FMS** Knob to select the User WPT Information Page.
3) Press the **NEW** Softkey. A waypoint is created at the current aircraft position.
4) Enter the desired waypoint name.
5) Press the **ENT** Key.
6) The cursor is now in the 'WAYPOINT TYPE' field. If desired, the waypoint can be made temporary (deleted automatically when the system is turned off). If the waypoint is to remain in the system, proceed to step 7.
   a) Turn the large **FMS** Knob one click to the left to highlight 'TEMPORARY'.
   b) Press the **ENT** Key to place a check-mark in the box. Turn the large **FMS** Knob to place the cursor back in the 'WAYPOINT TYPE' field.
7) With the cursor in the 'WAYPOINT TYPE' field, turn the small **FMS** Knob to display a list of waypoint types.
8) Turn the small **FMS** Knob to select LAT/LON (latitude and longitude).
9) Press the **ENT** Key.

CREATE A USER WAYPOINT DEFINED BY RADIALS FROM OTHER WAYPOINTS

1) Turn the large **FMS** Knob on the PFD/MFD Control Unit to select the 'WPT' page group.
2) Turn the small **FMS** Knob to select the User WPT Information Page.
3) Press the **NEW** Softkey. A waypoint is created at the current aircraft position.
4) Enter the desired waypoint name.
5) Press the **ENT** Key.
6) The cursor is now in the 'WAYPOINT TYPE' field. If desired, the waypoint can be made temporary (deleted automatically when the system is turned off). If the waypoint is to remain in the system, proceed to step 7.

a) Turn the large **FMS** Knob one click to the left to highlight 'TEMPORARY'.

b) Press the **ENT** Key to place a check-mark in the box. Turn the large **FMS** Knob to place the cursor back in the 'WAYPOINT TYPE' field.

7) With the cursor in the 'WAYPOINT TYPE' field, turn the small **FMS** Knob to display a list of waypoint types.

8) Turn the small **FMS** Knob to select RAD/RAD (radial/radial).

9) Press the **ENT** Key.

10) The cursor moves to the 'REFERENCE WAYPOINTS' field. With the first waypoint name highlighted, use the **FMS** Knobs to enter the desired waypoint name. Waypoints may also be selected as follows:

a) When a flight plan is active, turning the small **FMS** Knob to the left will display a list of the flight plan waypoints.

b) Turn the large **FMS** Knob to select the desired waypoint.

c) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'NRST' airports to the aircraft's current position.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'RECENT' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'USER' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

11) Press the **ENT** Key. The cursor is displayed in the 'RAD' (radial) field. Enter the desired radial from the reference waypoint.

12) Press the **ENT** Key.

13) Repeat step 10 to enter the next waypoint name.

14) Press the **ENT** Key. The cursor is displayed in the 'RAD' (radial) field for the second waypoint. Enter the desired radial from the reference waypoint.

15) Press the **ENT** Key.

16) Press the **FMS** Knob to remove the flashing cursor.

CREATE A USER WAYPOINT DEFINED BY A RADIAL & DISTANCE FROM ANOTHER WAYPOINT

1) Turn the large **FMS** Knob on the PFD/MFD Control Unit to select the 'WPT' page group.

2) Turn the small **FMS** Knob to select the User WPT Information Page.

3) Press the **NEW** Softkey. A waypoint is created at the current aircraft position.

4) Enter the desired waypoint name.

5) Press the **ENT** Key.

6) The cursor is now in the 'WAYPOINT TYPE' field. If desired, the waypoint can be made temporary (deleted automatically when the system is turned off). If the waypoint is to remain in the system, proceed to step 7.

a) Turn the large **FMS** Knob one click to the left to highlight 'TEMPORARY'.

b) Press the **ENT** Key to place a check-mark in the box. Turn the large **FMS** Knob to place the cursor back in the 'WAYPOINT TYPE' field.

7) With the cursor in the 'WAYPOINT TYPE' field, turn the small **FMS** Knob to display a list of waypoint types.

8) Turn the small **FMS** Knob to select RAD/DIS (radial/distance).

9) Press the **ENT** Key.

10) The cursor moves to the 'REFERENCE WAYPOINTS' field. With the first waypoint name highlighted, use the **FMS** Knobs to enter the desired waypoint name. Waypoints may also be selected as follows:

a) When a flight plan is active, turning the small **FMS** Knob to the left will display a list of the flight plan waypoints.

b) Turn the large **FMS** Knob to select the desired waypoint.

c) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'NRST' airports to the aircraft's current position.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'RECENT' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'USER' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

11) Press the **ENT** Key. The cursor is displayed in the 'RAD' (radial) field. Enter the desired radial from the reference waypoint.

12) Press the **ENT** Key.

13) The cursor is now displayed in the 'DIS' (distance) field. Enter the desired distance from the reference waypoint.

14) Press the **ENT** Key.

15) Press the **FMS** Knob to remove the flashing cursor.

CREATE A USER WAYPOINT USING THE MAP POINTER

1) Press the **Joystick** to activate the panning function and pan to the map location of the desired user waypoint.

2) Press the **ENT** Key. The User Waypoint Information Page is displayed with the captured position.

NOTE: *If the pointer has highlighted a map database feature, one of three things happens upon pressing the* **ENT** *Key: 1) information about the selected feature is displayed instead of initiating a new waypoint, 2) a menu pops up allowing a choice between 'Review Airspaces' or 'Create User Waypoint', or 3) a new waypoint is initiated with the default name being the selected map item.*

3) Enter a user waypoint name (up to six characters).

4) Press the **ENT** Key to accept the selected name.

5) If desired, define the type and location (i.e., LAT/LON, RAD/RAD or RAD/DIS) of the waypoint.

6) Press the **ENT** Key to accept the new waypoint.

7) If desired, change the storage method of the waypoint to "TEMPORARY" or "NORMAL" by moving the cursor to "TEMPORARY" and selecting the **ENT** Key to check or uncheck the box.

8) Press the **FMS** Knob to remove the flashing cursor.

9) Press the **GO BACK** Softkey to return to the map page.

DELETE A USER WAYPOINT

1) Turn the large **FMS** Knob on the PFD/MFD Control Unit to select the 'WPT' page group.

2) Turn the small **FMS** Knob to select the User WPT Information Page.

3) Press the **FMS** Knob to activate the cursor.

4) Turn the large **FMS** Knob to the place the cursor in the 'USER WAYPOINT LIST' field.

5) Turn the small **FMS** Knob to highlight the desired waypoint.

6) Press the **DELETE** Softkey.

7) The message 'Would you like to delete the user waypoint?' is displayed. With 'YES' highlighted, press the **ENT** Key.

CREATE A FLIGHT PLAN

NOTE: When creating a flight plan in the Active Flight Plan Window, the first leg is activated automatically after it is created.

Creating an active flight plan using the Quick Select Box (MFD only):

1) Press the **FPL** Key.

2) Begin entering the identifier of the departure waypoint using the PFD/MFD Control Unit's alphanumeric keys. The Waypoint Information Window is displayed as the identifier is entered.

3) Press the **ENT** Key. The Quick Select Box moves to the next empty field.

4) Repeat steps 2 and 3 to enter each additional flight plan waypoint. The active flight plan is modified as each waypoint is entered.

Creating an active flight plan using the cursor:

1) Press the **FPL** Key.

2) Press the **FMS** Knob to activate the cursor (only on MFD).

3) Turn the small **FMS** Knob to display the Waypoint Information Window. (Turning it clockwise displays a blank Waypoint Information Window, turning it counter-clockwise displays the Waypoint Information Window with a waypoint selection submenu allowing selection of active flight plan, nearest, recent, user, or airway waypoints).

4) Enter the identifier, facility, or city name of the departure waypoint or select a waypoint from the submenu of waypoints and press the **ENT** Key. The active flight plan is modified as each waypoint is entered.

5) Repeat step numbers 3 and 4 to enter each additional flight plan waypoint.

6) When all waypoints have been entered, press the **FMS** Knob to remove the cursor.

Creating a stored flight plan:

1) Press the **FPL** Key.

2) Turn the small **FMS** Knob clockwise to display the Flight Plan Catalog Page.

3) Select the **NEW** Softkey; or press the **MENU** Key, highlight 'Create New Flight Plan', and press the **ENT** Key to display a blank flight plan for the first empty storage location.

4) Turn the small **FMS** Knob to display the Waypoint Information Window. (Turning it clockwise displays a blank Waypoint Information Window, turning it counter-clockwise displays the Waypoint Information Window with a waypoint selection submenu allowing selection of active flight plan, nearest, recent, user, or airway waypoints).

5) Enter the identifier, facility, or city name of the departure waypoint or select a waypoint from the submenu of waypoints and press the **ENT** Key.

6) Repeat step numbers 4 and 5 to enter each additional flight plan waypoint.

7) When all waypoints have been entered, press the **FMS** Knob to return to the Flight Plan Catalog Page. The new flight plan is now in the list.

IMPORT A FLIGHT PLAN FROM AN SD CARD

***NOTE:** See the Annunciations & Alerts section for flight plan import message descriptions.*

1) Insert the SD card containing the flight plan in the top card slot on the MFD.

2) Press the **FPL** Key on the PFD/MFD Control Unit to display the Active Flight Plan Page on the MFD.

3) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.

4) Press the **FMS** Knob to activate the cursor.

5) Turn either **FMS** Knob to highlight an empty or existing flight plan.

6) Press the **IMPORT** Softkey.

If an empty flight plan is selected, a list of the available flight plans on the SD card will be displayed.

Or:

If an existing flight plan is selected, an 'Overwrite existing flight plan? OK or CANCEL' prompt is displayed. Press the **ENT** Key to choose to overwrite the selected flight plan and see a list of the available flight plans on the SD card. If overwriting the existing flight plan is not desired, select 'CANCEL' using the **FMS** Knob, press the **ENT** Key, select another existing or empty flight plan, and again press the **IMPORT** Softkey.

7) Turn the small **FMS** Knob to highlight the desired flight plan for importing.

8) Press the **ENT** Key.

INSERT A WAYPOINT IN THE ACTIVE FLIGHT PLAN

Insert waypoint using the Quick Select Box:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.

2) Use the **Joystick** to move the Insertion Point Indicator to the location for the new waypoint in the flight plan list.

3) Begin entering the identifier of the new waypoint using the PFD/MFD Control Unit's alphanumeric keys. The Waypoint Information Window is displayed as the identifier is entered.

4) Press the **ENT** Key.

Insert waypoint using the cursor:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.

2) If necessary, press the **FMS** Knob to activate the cursor.

3) Turn the large **FMS** Knob to move cursor and Insertion Point Indicator (small light blue triangle) to the desired insertion point in the flight plan. The new waypoint is inserted before the highlighted waypoint.

4) Turn the small **FMS** Knob. The Waypoint Information Window is now displayed.

5) Enter the new flight plan waypoint by one of the following:

a) Enter the user waypoint identifier, facility, or city.

b) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'NRST' airport waypoints to the aircraft's current position.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'RECENT' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

e) Press the **ENT** Key again to "accept" the waypoint.

ENTER AN AIRWAY IN A FLIGHT PLAN

Enter airway using the Quick Select Box:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.

2) Use the **Joystick** to move the Insertion Point Indicator to the desired entry point in the flight plan list.

3) Begin entering the identifier of the airway entry waypoint using the PFD/MFD Control Unit's alphanumeric keys. The Waypoint Information Window is displayed as the identifier is entered.

4) Press the **ENT** Key. The Quick Select Box and Insertion Point Indicator are now located following the newly entered waypoint.

5) Press the **MENU** Key and select "Load Airway" (required on the PFD). The Select Airway Page is displayed. The "Load Airway" menu item is available only when an acceptable airway entry waypoint has been entered in step 3 (the waypoint ahead of the Insertion Point Indicator).

6) Turn the **FMS** Knob to select the desired airway from the list, and press the **ENT** Key. Low altitude airways are shown first in the list, followed by "all" altitude airways, and then high altitude airways.

7) Turn the **FMS** Knob to select the desired airway exit point from the list, and press the **ENT** Key. 'LOAD?' is highlighted.

8) Press the **ENT** Key. The system returns to editing the flight plan with the new airway inserted.

Enter airway using the cursor:

1) Press the **FPL** Key on the PFD/MFD Control Unit.

2) Press the **FMS** Knob to activate the cursor (not required on the PFD).

3) Turn the large **FMS** Knob to move the cursor and Insertion Point Indicator (small light blue triangle) to the desired waypoint insertion point in the flight plan. If this waypoint is not a valid airway entry point, a valid entry point should be entered at this time.

4) Turn the small **FMS** Knob one click clockwise and press the **LD AIRWY** Softkey, or press the **MENU** Key and select "Load Airway" (required on the PFD). The Select Airway Page is displayed. The **LD AIRWY** Softkey or the "Load Airway" menu item is available only when an acceptable airway entry waypoint has been chosen (the waypoint ahead of the cursor position).

5) Turn the **FMS** Knob to select the desired airway from the list, and press the **ENT** Key. Low altitude airways are shown first in the list, followed by "all" altitude airways, and then high altitude airways.

6) Turn the **FMS** Knob to select the desired airway exit point from the list, and press the **ENT** Key. 'LOAD?' is highlighted.

7) Press the **ENT** Key. The system returns to editing the flight plan with the new airway inserted.

INVERT AN ACTIVE FLIGHT PLAN

1) Press the **FPL** Key to display the active flight plan.

2) Press the **MENU** Key to display the Page Menu.

3) Turn the large **FMS** Knob to highlight 'Invert Flight Plan'.

4) Press the **ENT** Key. The original flight plan remains intact in its flight plan catalog storage location.

5) With 'OK' highlighted, press the **ENT** Key to invert the flight plan.

REMOVE A DEPARTURE, ARRIVAL, APPROACH, OR AIRWAY FROM A FLIGHT PLAN

Remove using the Quick Select Box (active flight plan only):

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.
2) Use the **Joystick** to move the Quick Select Box around the desired procedure name or airway in the flight plan.
3) Press the **CLR** Key to display a confirmation window.
4) With 'OK' highlighted, press the **ENT** Key to remove the selected procedure or airway.

Remove using the cursor:

1) Press the **FPL** Key to display the active flight plan. Press the **FMS** Knob to activate the cursor.

   Or, for a stored flight plan:

   a) Press the **FPL** Key on the PFD/MFD Control Unit and turn the small **FMS** Knob to select the Flight Plan Catalog Page.
   b) Press the **FMS** Knob to activate the cursor.
   c) Turn the large **FMS** Knob to highlight the desired flight plan.
   d) Press the **EDIT** Softkey.
2) Turn the large **FMS** Knob to highlight the title for the approach, departure, arrival, or airway to be deleted. Titles appear in white directly above the procedure's waypoints.
3) Press the **CLR** Key to display a confirmation window.
4) With 'OK' highlighted, press the **ENT** Key to remove the selected procedure or airway.

STORE A FLIGHT PLAN

1) After creating a flight plan on either the PFD or MFD, it may be saved by pressing the **MENU** Key.
2) Turn the large **FMS** Knob to highlight 'Store Flight Plan' and press the **ENT** Key.
3) With 'OK' highlighted, press the **ENT** Key to store the flight plan.

EDIT A STORED FLIGHT PLAN

1) Press the **FPL** Key on the PFD/MFD Control Unit and turn the small **FMS** Knob to display the Flight Plan Catalog Page.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the desired flight plan.
4) Press the **EDIT** Softkey.
5) Turn the large **FMS** Knob to place the cursor in the desired location.
6) Enter the changes, then press the **ENT** Key.
7) Press the **FMS** Knob to return to the Flight Plan Catalog Page.

DELETE A WAYPOINT FROM THE FLIGHT PLAN

Delete using the Quick Select Box (active flight plan only):

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.
2) Use the **Joystick** to move the Quick Select Box around the desired waypoint to be deleted.
3) Press the **CLR** Key to display a confirmation window.
4) With 'OK' highlighted, press the **ENT** Key to remove the selected waypoint.

Delete using the cursor:

1) Press the **FPL** Key to display the active flight plan. Press the **FMS** Knob to activate the cursor.

   Or, for a stored flight plan:

   a) Press the **FPL** Key on the PFD/MFD Control Unit and turn the small **FMS** Knob to select the Flight Plan Catalog Page.

   b) Press the **FMS** Knob to activate the cursor.

   c) Turn the large **FMS** Knob to highlight the desired flight plan.

   d) Press the **EDIT** Softkey.
2) Turn the large **FMS** Knob to highlight the waypoint to be deleted.
3) Press the **CLR** Key to display a 'REMOVE (Wpt Name)?' confirmation window.

4) With 'OK' highlighted, press the **ENT** Key to remove the waypoint. To cancel the delete request, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

5) When all changes have been made, press the **FMS** Knob to remove the cursor.

INVERT AND ACTIVATE A STORED FLIGHT PLAN

1) Press the **FPL** Key on the PFD/MFD Control Unit.
2) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
3) Press the **FMS** Knob to activate the cursor.
4) Turn the large **FMS** Knob to highlight the desired flight plan.
5) Press the **INVERT** Softkey. 'Invert and activate stored flight plan?' is displayed.
6) With 'OK' highlighted, press the **ENT** Key. The selected flight plan is now inverted and activated. The original flight plan remains intact in its flight plan catalog storage location.

COPY A FLIGHT PLAN

1) Press the **FPL** Key on the PFD/MFD Control Unit.
2) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
3) Press the **FMS** Knob to activate the cursor.
4) Turn the large **FMS** Knob to highlight the flight plan to be copied.
5) Press the **COPY** Softkey. A 'Copy to flight plan #?' confirmation window is displayed.
6) With 'OK' highlighted, press the **ENT** Key to copy the flight plan. To cancel, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

DELETE A FLIGHT PLAN

1) Press the **FPL** Key on the PFD/MFD Control Unit.
2) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
3) Press the **FMS** Knob to activate the cursor.
4) Turn the large **FMS** Knob to highlight the flight plan to be deleted.

5) Press the **DELETE** Softkey. A 'Delete flight plan #?' confirmation window is displayed.

6) With 'OK' highlighted, press the **ENT** Key to delete the flight plan. To cancel, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

GRAPHICAL FLIGHT PLAN CREATION (ACTIVE FLIGHT PLAN ONLY)

1) Press the **FPL** Key to display the Active Flight Plan Page on the MFD.

2) Use the **Joystick** to move the Insertion Point Indicator to the desired waypoint entry point in the flight plan list.

3) Press the **Joystick** to activate the map pointer. Use the **Joystick** to move the pointer to the desired point on the map to be inserted as a waypoint in the flight plan.

4) Select the **LD WPT** Softkey. The selected waypoint is inserted at the selected point. The default user waypoint naming is USR000, USR001, USR002, and so on.

5) To change the user waypoint name, follow the procedure for modifying a user waypoint.

EXPORT A FLIGHT PLAN TO AN SD CARD

NOTE: *See the Annunciations & Alerts section for flight plan export message descriptions.*

1) Insert the SD card into the top card slot on the MFD.

2) Press the **FPL** Key on the PFD/MFD Control Unit to display the Active Flight Plan Page on the MFD.

3) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.

4) Press the **FMS** Knob to activate the cursor.

5) Turn the large **FMS** Knob to highlight the flight plan to be exported.

6) Press the **EXPORT** Softkey.

7) Press the **ENT** Key to confirm the export.

PROCEDURES

LOAD AND ACTIVATE A DEPARTURE PROCEDURE

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'SELECT DEPARTURE'.
3) Press the **ENT** Key. The cursor is displayed in the 'DEPARTURE' field with a list of available departures.
4) Turn the large **FMS** Knob to highlight the desired departure.
5) Press the **ENT** Key. A list of runways may be displayed for the departure. If so, turn either **FMS** Knob to select the desired runway.
6) Press the **ENT** Key. The cursor is displayed in the 'TRANSITION' field with a list of available transitions.
7) Turn the large **FMS** Knob to highlight the desired transition.
8) Press the **ENT** Key.
9) With 'LOAD?' highlighted, press the **ENT** Key. The departure is active when the flight plan is active.

ACTIVATE A DEPARTURE LEG

Activate leg using the Quick Select Box:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.
2) Use the **Joystick** to move the Quick Select Box to the TO waypoint of the desired leg within the departure.
3) Press the **ACT LEG** Softkey. A confirmation window showing the selected leg is displayed.
4) With 'ACTIVATE' highlighted, press the **ENT** Key.

Activate leg using the cursor:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.
2) Press the **FMS** Knob to activate the cursor.

3) Turn the large **FMS** Knob to highlight the TO waypoint of the desired leg within the departure.
4) Press the **ACT LEG** Softkey. A confirmation window showing the selected leg is displayed.
5) With 'ACTIVATE' highlighted, press the **ENT** Key.

LOAD AN ARRIVAL PROCEDURE

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'SELECT ARRIVAL'.
3) Press the **ENT** Key. The cursor is displayed in the 'ARRIVAL' field with a list of available arrivals.
4) Turn the large **FMS** Knob to highlight the desired arrival.
5) Press the **ENT** Key. A list of transitions is displayed for the selected arrival.
6) Turn either **FMS** Knob to select the desired transition.
7) Press the **ENT** Key. A list of runways may be displayed for the selected arrival.
8) Turn the large **FMS** Knob to highlight the desired runway.
9) Press the **ENT** Key.
10) With 'LOAD?' highlighted, press the **ENT** Key.
11) The arrival becomes part of the active flight plan.

ACTIVATE AN ARRIVAL LEG

Activate Arrival using the Quick Select Box:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.
2) Use the **Joystick** to move the Quick Select Box to the TO waypoint of the desired leg within the arrival.
3) Press the **ACT LEG** Softkey. A confirmation window showing the selected leg is displayed.
4) With 'ACTIVATE' highlighted, press the **ENT** Key.

Activate Arrival using the cursor:

1) Press the **FPL** Key on the PFD/MFD Control Unit to display the active flight plan.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the TO waypoint of the desired leg within the arrival.
4) Press the **ACT LEG** Softkey. A confirmation window showing the selected leg is displayed.
5) With 'ACTIVATE' highlighted, press the **ENT** Key.

LOAD AND/OR ACTIVATE AN APPROACH PROCEDURE

NOTE: *If certain GPS parameters (SBAS, RAIM, etc.) are not available, some published approach procedures for the desired airport may not be displayed in the list of available approaches.*

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'SELECT APPROACH'.
3) Press the **ENT** Key. A list of available approaches for the destination airport is displayed.
4) Turn either **FMS** Knob to highlight the desired approach.
5) Press the **ENT** Key. A list of available transitions for the selected approach procedure is now displayed.
6) Turn either **FMS** Knob to select the desired transition. The "Vectors" option assumes vectors will be received to the final course segment of the approach and will provide navigation guidance relative to the final approach course.
7) Press the **ENT** Key. The cursor moves to the MINIMUMS field.
8) If desired, the DA/MDA for the selected approach procedure may be entered and displayed on the PFD. Turn the small **FMS** Knob in the direction of the green arrow to change the display from OFF to BARO.
9) Press the **ENT** Key. The cursor moves to the altitude field. Turn the small **FMS** Knob to enter the published DA/MDA for the selected approach procedure.
10) Press the **ENT** Key. 'LOAD? or ACTIVATE?' is now displayed with 'LOAD?' highlighted.

11) Turn the large **FMS** Knob to select either 'LOAD?' or 'ACTIVATE?'.

Selecting 'LOAD?' enters the selected approach procedure into the active flight plan, but is not currently active. Selecting 'ACTIVATE?' enters the selected approach procedure into the active flight plan and is immediately activated.

12) Press the **ENT** Key.

ACTIVATE AN APPROACH IN THE ACTIVE FLIGHT PLAN

1) Press the **PROC** Key.

2) Turn the large **FMS** Knob to highlight 'ACTIVATE APPROACH'.

3) Press the **ENT** Key.

ACTIVATE A VECTOR TO FINAL APPROACH FIX

1) Press the **PROC** Key.

2) Turn the large **FMS** Knob to highlight 'ACTIVATE VECTOR-TO-FINAL'.

3) Press the **ENT** Key.

4) The final approach course becomes the active leg.

ACTIVATE A MISSED APPROACH IN THE ACTIVE FLIGHT PLAN

1) Press the **PROC** Key.

2) Turn the large **FMS** Knob to highlight 'ACTIVATE MISSED APPROACH'.

3) Press the **ENT** Key. A confirmation window is displayed.

4) With 'ACTIVATE' highlighted, press the **ENT** Key.

Or:

Press the go-around button.

5) After activating the missed approach procedure, another approach procedure may be loaded.

HAZARD AVOIDANCE

CUSTOMIZING THE HAZARD DISPLAYS ON THE NAVIGATION MAP

1) With the Navigation Map Page displayed, press the **MENU** Key to display the Navigation Map Page Menu. The cursor flashes on the 'Map Setup' option.
2) Press the **ENT** Key. The Map Setup Menu is displayed. Turn the small **FMS** Knob to select 'Weather' to customize the display of weather features. Select 'Traffic' to customize the display of traffic.
3) Press the small **FMS** Knob to return to the Navigation Map Page.

STORMSCOPE® (OPTIONAL)

WARNING: *The onboard lightning detection sensor (e.g., Stormscope) is not intended to be used for hazardous thunderstorm penetration. Weather information on the Perspective™ MFD is approved for weather avoidance only. Refer to the manufacturer's Pilot's Guide for detailed operation.*

Displaying Stormscope Lightning Data on the Navigation Map Page

1) Press the **MAP** Softkey.
2) Press the **STRMSCP** Softkey. Press the **STRMSCP** Softkey again to remove Stormscope Lightning Data from the Navigation Map Page.

Lightning Age	Symbol
Strike is less than 6 seconds old	
Strike is between 6 and 60 seconds old	
Strike is between 1 and 2 minutes old	
Strike is between 2 and 3 minutes old	

Select 'Cell' or 'Strike' as the Stormscope Lightning Mode

1) Press the **MENU** Key (with the Navigation Map Page displayed).
2) Turn either **FMS** Knob to highlight 'Map Setup'.
3) Press the **ENT** Key.
4) Turn the small **FMS** Knob to highlight 'Weather'.

5) Press the **ENT** Key.
6) Turn the large **FMS** Knob to place the cursor in the 'STRMSCP MODE' field.
7) Turn the small **FMS** Knob to display the 'Cell/Strike' window.
8) Turn either **FMS** Knob to select 'Cell' or 'Strike'. Press the **ENT** Key.
9) Push the **FMS** Knob to return to the Navigation Map Page.

Clear Stormscope Lightning Data from the Navigation Map Page

1) Press the **MENU** Key (with the Navigation Map Page displayed).
2) Turn either **FMS** Knob to highlight the 'Clear Stormscope® Lightning' field and press the **ENT** Key.

NOTE: *If heading input is lost, strikes and/or cells must be cleared manually after the execution of each turn. This is to ensure that the strike and/or cell positions are depicted accurately in relation to the nose of the aircraft.*

Stormscope Page

1) Turn the large **FMS** Knob until the Map Page group is selected.
2) Turn the small **FMS** Knob select the Stormscope Page.

Change the Stormscope Lightning Mode Between 'Cell' and 'Strike'

1) Select the Stormscope Page.
2) Press the **MODE** Softkey. The **CELL** and **STRIKE** Softkeys are displayed. Press the **CELL** Softkey to display 'CELL' data or press the **STRIKE** Softkey to display 'STRIKE' data. 'CELL' or 'STRIKE' is displayed in the mode box located in the upper left corner of the Stormscope Page.

NOTE: *"Cell mode" uses a clustering program to identify clusters of electrical activity that indicate cells.*

Change the Viewing Mode Between 360˚ and 120˚

1) Select the Stormscope Page.
2) Press the **VIEW** Softkey. The **360** and **ARC** Softkeys are displayed. Press the **360** Softkey to display a 360˚ viewing area or press the **ARC** Softkey to display a 120˚ viewing area.

   Press the **CLEAR** Softkey to remove all Stormscope lightning data from the display.

SIRIUSXM WEATHER (OPTIONAL)

WARNING: Do not use data link weather information for maneuvering in, near or around areas of hazardous weather. Information contained within data link weather products may not accurately depict current weather conditions.

Displaying SiriusXM on the Navigation Map Page

1) Press the **MAP** Softkey.
2) Press the **NEXRAD** and/or **XM LTNG** Softkey to display the desired weather. Press the applicable softkey again to remove weather data from the Navigation Map Page.
3) Winds Aloft can be displayed in the Profile View by selecting the **PROFILE** Softkey.

Display METAR and TAF information on the Airport Information Page

1) Turn the large **FMS** Knob to select the WPT Page Group.
2) Turn the small **FMS** Knob to select the Airport Information Page.
3) Press the **WX** Softkey to display METAR and TAF text (METAR and TAF information is updated every 12 minutes).

Switching Between SiriusXM, and GFDS Weather Sources

1) Turn the large **FMS** Knob on the MFD to select the MAP page group.
2) Turn the small **FMS** Knob to select the desired Weather Data Link Page.
3) Press the **MENU** Key.
4) Turn the large **FMS** Knob to select 'Display XM Weather', or 'Display GFDS Weather' and press the **ENT** Key.

Displaying Weather on the Weather Data Link Page

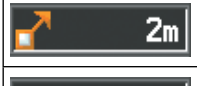
1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Weather Data Link Page.
3) Press the available softkeys to select the desired SiriusXM Weather product.
4) Press the **LEGEND** Softkey to view the legends for the selected products. If necessary, turn either **FMS** Knob to scroll through the list. Press the small **FMS** Knob or the **ENT** Key to return to the map.

Map Panning Information – Weather Data Link Page

1) Push in the **Joystick** to display the panning arrow.
2) Move the **Joystick** to place the panning arrow on AIRMETs, TFRs, METARs, SIGMETs, PIREPs or AIREPs.
3) Press the **ENT** Key to display pertinent information for the selected product.

   Note that pressing the **ENT** Key when panning over an AIRMET or a SIGMET displays an information box that shows the text of the report. Panning over an airport with METAR information does not display more information but allows the user to press the **ENT** Key and select that Airport's Information Page to display the text of the report. Pressing the **ENT** Key when panning over a TFR displays TFR specific information.

SiriusXM Weather Products and Symbols

Wx Product Status Icons	Description
	NEXRAD - Available for the US and Canada. The age of the displayed data for each is shown at the right.
	ECHO TOP - The age of the displayed data is shown at the right. Not displayed when CLOUD TOP is displayed.
	CLOUD TOP - The age of the displayed data is shown at the right. Not displayed when ECHO TOP is displayed.
	XM LIGHTNING - The age of the displayed data is shown at the right.
	**CELL MOVEMENT** - The age of the displayed data is shown at the right.
	SIGMET & AIRMET - The age of the displayed data for each is shown at the right.
	METAR - Available for the US and Canada. The age of the displayed data for each is shown at the right.
	SURFACE ANALYSIS with CITY FORECAST - The upper symbol depicts Surface Analysis. The lower symbol depicts City Forecast. The age of the displayed data for each is shown at the right. The selected forecast period is shown at the bottom.

Wx Product Status Icons	Description
	FREEZING LEVEL - The age of the displayed data is shown at the right.
	WINDS ALOFT - Available for the US and Canada. The age of the displayed data for each is shown at the right. The altitude selection is shown at the bottom.
	COUNTY WARNING - The age of the displayed data is shown at the right.
	CYCLONE WARNING - The age of the displayed data is shown at the right.
	AIREP - The age of the displayed data is shown at the right.
	PIREP - The age of the displayed data is shown at the right. Urgent Pireps are displayed in yellow.
	TURBULENCE - The age of the displayed data is shown at the right. The altitude selection is shown at the bottom.
	ICING POTENTIAL - The age of the displayed data is shown at the right. The altitude selection is shown at the bottom.

WORLDWIDE WEATHER (OPTIONAL)

NOTE: *Garmin Flight Data Services Worldwide Weather provides information for avoiding hazardous weather. Do not utilize Worldwide Weather information to penetrate hazardous weather.*

Weather data is provided when the pilot initiates either a manual or automatic GFDS data request on the GFDS Weather Data Link Page on the MFD. No weather data is displayed until the first GFDS Weather Data Request is made.

Registering with Garmin Flight Data Services

A subscriber account must be established prior to receiving Worldwide Weather products. Contact Garmin Flight Data Services at https://fly.garmin.com/fly-garmin/support/applications/satelliteservices/ or by calling 1-866-739-5687 in the United States or (011) 913-440-1135.

After a subscriber account has been established, the system must be registered for data link features such as reporting services or GFDS Worldwide Weather. Registration is accomplished by entering the required access code. This process is only performed when initially setting up the system for GFDS services.

Registering the system for data link services

1) With the aircraft outside and having a clear view of the sky, turn the large **FMS** Knob on the MFD to select the AUX page group.
2) Turn the small **FMS** Knob to select the AUX-SYSTEM STATUS. Note the System ID number in the AIRFRAME field.
3) Turn the large **FMS** Knob to select the MAP Page group.
4) Turn the small **FMS** Knob to select the MAP-WEATHER DATA LINK Page.
5) Press the **MENU** Key. If necessary, select 'Display GFDS Weather'.
6) Press **ENT** Key. The 'GARMIN FLIGHT DATA SERVICE REGISTRATION' Window is now displayed.
7) Press the **MENU** Key. The Page Menu window is now displayed.
8) Using the **FMS** Knob enter the access code obtained from Garmin Flight Data Services in the ACCESS CODE field.
9) Press the **ENT** Key. REGISTER will now be highlighted.
10) Press the **ENT** Key. System registration is complete when 'REGISTERED' is displayed in the STATUS field.

Accessing GFDS Worldwide Weather Products

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the GFDS Weather Data Link Page.

When a weather product is selected for display on the GFDS Weather Data Link Page, a box containing a symbol for the product and its age (in minutes) are shown in the upper right. If weather data has not been requested, 'N/A' is shown next to the product symbol instead of age. The age of the weather product is based on the time difference between when the data was assembled on the ground and the current GPS time. Weather products are updated continuously or refreshed at specific intervals (defined in the **Refresh Rate** column in the following table).

If for any reason, a weather product is not refreshed within the defined **Expiration Time** intervals, the data is considered expired and is removed from the display. The age of the expired product is replaced by dashes. If more than half of the expiration time has elapsed, the color of the product age readout changes to yellow.

The refresh rate represents the interval at which the GFDS servers make available the most current known weather data. It does not necessarily represent the rate at which new content is received from weather sources.

Weather Product	Symbol	Expiration Time (Minutes)	Refresh Rate (Minutes)
Radar Precipitation (PRECIP)		30	U.S./Canada: 3* Europe: 15
Infrared Satellite (IR SAT)		60	30
Data Link Lightning (DL LTNG)		30	Continuous
SIGMETs/AIRMETs (SIG/AIR)		60	Continuous
Meteorological Aerodrome Report (METARs)		90	Continuous
Winds Aloft (WIND)		60	Continuous
Pilot Weather Report (PIREPs)		90	Continuous
Temporary Flight Restrictions (TFRs)	no product image	60	Continuous
Terminal Aerodrome Reports (TAFs)	no product image	60	Continuous

** The composite precipitation image is updated every 3 minutes, but individual radar sites may take between 3 and 10 minutes to provide new data.*

Setting Up and Customizing the GFDS Weather Data Link Page

1) Select the GFDS Weather Data Link Page.
2) Press the **MENU** Key.
3) With 'Weather Setup' highlighted, press the **ENT** Key.
4) Turn the small **FMS** Knob to select 'Product Group 1' or 'Product Group 2', and press the **ENT** Key.
5) Turn the large **FMS** Knob or press the **ENT** Key to scroll through product selections.
6) Turn the small **FMS** Knob to scroll through options for each product (ON/ OFF, range settings, etc.).
7) Press the **ENT** Key to select an option.
8) Press the **FMS** Knob or **CLR** Key to return to the GFDS Weather Data Link Page with the changed settings.

Restoring Default GFDS Weather Data Link Page Settings

1) Select the GFDS Weather Data Link Page.
2) Press the **MENU** Key.
3) With 'Weather Setup' highlighted, press the **ENT** Key.
4) Press the **MENU** Key.
5) Highlight the desired default(s) to restore (all or for selection) and press **ENT** Key.

Switching Between GFDS, and XM WX Sources

1) Turn the large **FMS** Knob on the MFD to select the MAP page group.
2) Turn the small **FMS** Knob to select the desired Weather Data Link Page.
3) Press the **MENU** Key.
4) Turn the large **FMS** Knob to select 'Display GFDS Weather', or 'Display XM Weather' (choice dependent on current weather source) and press the **ENT** Key.

Viewing Legends for Displayed GFDS Weather Products

1) Select the GFDS Weather Data Link Page.
2) Select the **LEGEND** Softkey to display the legends for the displayed weather products.

Or:

a) Press the **MENU** Key.

b) Select 'Weather Legend' and press the **ENT** Key.

3) Turn the **FMS** Knob to scroll through the legends if more are available than fit in the window.

4) To remove the Legend Window, select the **LEGEND** Softkey, the **ENT** or the **CLR** Key, or press the **FMS** Knob.

Setting Up and Customizing Weather Data for the Navigation Map Page

1) Select the Navigation Map Page.

2) Press the **MENU** Key.

3) With 'Map Setup' highlighted, press the **ENT** Key.

4) Turn the small **FMS** Knob to select the 'Weather' Group and press the **ENT** Key.

5) Turn the large **FMS** Knob or press the **ENT** Key to scroll through product selections.

6) Turn the small **FMS** Knob to scroll through options for each product (ON/OFF, range settings).

7) Press the **ENT** Key to select an option.

8) Press the **FMS** Knob or **CLR** Key to return to the Navigation Map Page with the changed settings.

GFDS Weather Data Requests

The GFDS Data Request window provides the flight crew with the options to define the requested weather coverage area(s), choose automatic weather update intervals (if desired), and the ability to send or cancel weather data requests. The window also displays the status of the GFDS data request process.

Requesting GFDS Weather Data Manually

1) Select the GFDS Weather Data Link Page.

2) Press the **MENU** Key.

3) With 'GFDS Weather Request' highlighted, press the **ENT** Key.

4) Turn the large **FMS** Knob to highlight the desired coverage option(s) and press the **ENT** Key to check or uncheck one of more of the following coverage selections:

- PRESENT POSITION – Requests data based on current location.
- DESTINATION – Requests data based on active flight plan destination (if the flight plan contains no destination, dashes '------" are displayed.)
- FPL – Requests data based on active flight plan. Turn the small **FMS** Knob to select the desired flight plan look-ahead distance option (or choose 'REMAINING FPL' to request the remainder of the flight plan).
- WAYPOINT – Requests data based on any valid waypoint.

5) Turn the large **FMS** Knob highlight to the 'DIAMETER / RTE WIDTH' distance field and turn the small **FMS** Knob to select the desired diameter and route width of the request, then press the **ENT** Key.

6) Turn the large **FMS** Knob until the 'SEND REQ' button is highlighted. Press the **ENT** Key to initiate the request immediately or press the **FMS** Knob to return to the GFDS Data Link Page without requesting data.

During a GFDS Data Request, the Request Status box initially displays "Contacting GFDS...". Once a connection is established, the Request Status Box displays "Receiving Wx Data... Time Remaining:" with an estimated data transfer time (either minutes or seconds). If desired, the GFDS Data Request window may be closed while the data request is processing by pressing the **FMS** Knob; the data request will continue to process in the background. GFDS Data Requests typically take between 1 to 4 minutes to complete depending on the size of the selected weather coverage area and Iridium signal strength.

The system retrieves all available Worldwide Weather products within the selected coverage area during an initial GFDS Data Request, regardless of which products (if any) are currently enabled for display. On subsequent requests, previously retrieved textual data (such as METARs and TAFs) is retained if it has not expired, while new textual weather data matching the current coverage area and all graphical weather data is downloaded during every data request.

If the system cannot complete a GFDS weather data request, one or more messages will appear in the request status window as shown in the following table.

Weather Request Status Message	Description
Auto requests inhibited Send manual request to reset.	The system has disabled automatic weather data requests due to excessive errors. Automatic weather data requests have stopped. Send a manual weather data request to resume automatic updates.
Auto update retry: ## Seconds	The system will attempt another automatic weather data request after an error occurred during the previous request. Timer counts down until the next automatic request occurs.
GFDS Comm Error [2]	A communications error has occurred with the GIA. The system should be serviced.
GFDS Comm Error [4]	This occurs if multiple automatic weather data requests have recently failed, or the GDL 59 or a GIA is off-line.
GFDS Comm Error [5]	The Iridium or GFDS networks are not accessible. Check Iridium signal strength. If this error persists, the system should be serviced.
GFDS Comm Error [6]	A communications error has occurred. It this error persists, the system should be serviced.
GFDS Comm Error [7]	A weather data transfer has timed out. Check Iridium signal strength and re-send the data request.
GFDS Comm Error [8]	A server error has occurred or invalid data received.
GFDS Login Invalid	There is a problem with the GFDS registration. Contact Garmin Flight Data Services at 1-866-739-5687 in the United States or (011) 913-440-1135 for assistance.
GFDS Server Temporarily Inop	The GFDS weather data server is temporarily out of service, but is expected to return to service in less than 30 minutes.
GFDS Server Inop	The GFDS weather data server will be out of service for at least 30 minutes.
Invalid Coverage Area	The weather data request coverage area does not contain at least one of the following: a waypoint, a flight plan, or a flight plan destination. Verify at least one of the coverage options is enabled (checked) and contains required criteria, then re-send the data request.

Weather Request Status Message	Description
No GFDS Subscription	The system is not be currently subscribed to GFDS, or the access code is incorrect. Verify the access code. Contact Garmin Flight Data Services at 1-866-739-5687 in the United States or (011) 913-440-1135 for assistance.
Reduce Request Area	The GFDS weather data request area exceeds size limits. Reduce weather coverage area and re-send data request.
Request Cancelled	The user has cancelled a GFDS weather data request.
Requested area too large. Reduce coverage area.	The size of the GFDS weather data request has exceeded limits. Reduce the size of the coverage area and try the weather data request again.
Request Failed - Try Again	The weather data request timed-out. Re-send data request.
Transfer Preempted	The data link is busy. Retry request later.

Cancelling a GFDS Weather Data Request in Progress

1) Select the GFDS Weather Data Link Page.
2) Press the **MENU** Key.
3) With 'GFDS Data Request' highlighted, press the **ENT** Key.
4) Turn the large **FMS** Knob to select 'CANCEL REQ' and press the **ENT** Key. The request status box indicates 'Request Cancelled'.
5) Press the **FMS** Knob to return to the GFDS Weather Data Link Page.

Enabling Automatic GFDS Data Requests

1) Select the GFDS Weather Data Link Page.
2) Press the **MENU** Key.
3) With 'GFDS Weather Request' highlighted, press the **ENT** Key.
4) Choose the desired weather coverage options.
5) Turn the large **FMS** Knob to select the 'UPDATE RATE' setting. Then turn the small **FMS** Knob to highlight the desired automatic update frequency (OFF, 5 Min, 10 Min, 15 Min, 20 Min, 25 Min, 30 Min, 45 Min, or 60 Min), then press the **ENT** Key.

6) The 'SEND REQ" button is highlighted and a countdown timer is displayed in the 'REQUEST STATUS' based on the currently selected update rate. Press the **ENT** Key to immediately send an immediate GFDS Data Request.

Or:

Press the **FMS** Knob to return to the GFDS Weather Data Link Page.

Worldwide Weather Products

Precipitation

Precipitation data is not real-time. The lapsed time between collection, processing, and dissemination of radar images can be significant and may not reflect the current radar synopsis. Due to the inherent delays and the relative age of the data, it should be used for long-range planning purposes only.

***NOTE:** Precipitation data cannot be displayed on the Navigation Map Page at the same time as terrain.*

Displaying Precipitation Weather Information

1) Select the **MAP** Softkey (for the PFD Inset Map, select the **INSET** Softkey). This step is not necessary on the GFDS Weather Data Link Page.
2) Select the **PRECIP** Softkey.

Radar data shown represents lowest level, base reflectivity, of radar returns. The display of the information is color-coded to indicate the weather severity level. All weather product legends can be viewed on the GFDS Weather Data Link Page. For the Precipitation legend, select the **LEGEND** Softkey when Precipitation is selected for display.

Precipitation Limitations

Radar images may have certain limitations:

- Radar base reflectivity does not provide sufficient information to determine cloud layers or precipitation characteristics (wet hail vs. rain). For example, it is not possible to distinguish between wet snow, wet hail, and rain.
- Radar base reflectivity is sampled at the minimum antenna elevation angle. An individual radar site cannot depict high altitude storms at close ranges. It has no information about storms directly over the site.
- When zoomed in to a range of 30 nm, each square block on the display represents an area of four square kilometers.

The following may cause abnormalities in displayed radar images:

- Ground clutter
- Strobes and spurious radar data
- Sun strobes (when the radar antenna points directly at the sun)
- Interference from buildings or mountains, which may cause shadows
- Metallic dust from military aircraft, which can cause alterations in radar scans

Infrared Satellite

Infrared Satellite (IR SAT) data depicts cloud top temperatures from satellite imagery. Brighter cloud top colors indicate cooler temperatures occurring at higher altitudes.

Displaying Cloud Tops information

1) Select the GFDS Weather Data Link Page.
2) Select the **IR SAT** Softkey.

To display the Infrared Satellite legend, select the **LEGEND** Softkey when Infrared Satellite data is selected for display.

Data Link Lightning

Lightning data shows the approximate location of cloud-to-ground lightning strikes. A strike icon represents a strike that has occurred within a two-kilometer region. Neither cloud-to-cloud nor the exact location of the lightning strike is displayed.

If the aircraft is also equipped with an on-board lightning detection system (e.g., L-3 WX-500 Stormscope®), only one lightning product may be enabled for display at a time.

Displaying Data Link Lightning information

1) Select the **MAP** Softkey (for the PFD Inset Map, select the **INSET** Softkey). This step is not necessary on the GFDS Weather Data Link Page.
2) Select the **DL LTNG** Softkey.

To display the Data Link Lightning legend on the Weather Data Link Page, select the **LEGEND** Softkey when Data Link Lightning is selected for display.

SIGMETs and AIRMETs

The entire SIGMET or AIRMET is displayed as long as any portion of it is occurring within the coverage area of the GFDS data request.

Displaying SIGMETs and AIRMETs

1) Select the GFDS Weather Data Link Page.
2) Select the **SIG/AIR** Softkey.
3) To view the text of the SIGMET or AIRMET, press the **RANGE** Knob and move the Map Pointer over the icon.
4) Press the **ENT** key.

To display the SIGMET and AIRMET legend, select the **LEGEND** Softkey when SIGMETs and AIRMETs are selected for display.

METARs and TAFs

NOTE: *METAR information is only displayed within the installed navigation database service area.*

METAR and TAF text are displayed on the WPT-Weather Information Page. TAF information is displayed in its raw form when it is available.

Displaying METAR and TAF text

1) On the GFDS Weather Data Link Page, select the **METAR** Softkey.
2) Press the **RANGE** Knob and pan to the desired airport.
3) Press the **ENT** Key. The Weather Information Page is shown with METAR and TAF text.
4) Use the **FMS** Knob or the **ENT** Key to scroll through the METAR and TAF text. METAR text must be completely scrolled through before scrolling through the TAF text.
5) Press the **FMS** Knob or the **CLR** Key to return to the GFDS Weather Data Link Page.

Or:

1) Select the Weather Information Page.
   a) Turn the large **FMS** Knob to select the Waypoint Page Group.
   b) Select the **WX** Softkey to select the Weather Information Page.
2) Press the **FMS** Knob to display the cursor.
3) Use the **FMS** Knob to enter the desired airport and press the **ENT** Key.

4) Use the **FMS** Knob or the **ENT** Key to scroll through the METAR and TAF text. Note that the METAR text must be completely scrolled through before scrolling through the TAF text.

To display the METAR legend on the GFDS Weather Data Link Page, select the **LEGEND** Softkey when METARs are selected for display.

Winds Aloft

Winds Aloft data shows the forecasted wind speed and direction at the surface and at selected altitudes. Altitude can be displayed in 3,000-foot increments up to 42,000 feet MSL.

Displaying Winds Aloft data

1) Select the GFDS Weather Data Link Page.
2) Select the **MORE WX** Softkey.
3) Select the **WIND** Softkey.
4) Select the desired altitude level: SFC (surface) up to 42,000 feet. Select the **NEXT** or **PREV** Softkey to cycle through the altitude softkeys. The **WIND** Softkey label changes to reflect the altitude selected.

To display the Winds Aloft legend, select the **LEGEND** Softkey when Winds Aloft is selected for display.

PIREPs

Pilot Weather Reports (PIREPs) describe in-flight weather encountered by pilots. A PIREP may contain unforecast adverse weather conditions, such as low in-flight visibility, icing conditions, wind shear, turbulence, and type of aircraft flown. PIREPs are issued as either Routine (UA) or Urgent (UUA).

Displaying PIREP text

1) Select the GFDS Weather Data Link Page.
2) Select the **MORE WX** Softkey.
3) Select the **PIREPS** Softkey.
4) Press the **RANGE** Knob and pan to the desired weather report. A gray circle will appear around the weather report when it is selected.
5) Press the **ENT** Key. The PIREP text is first displayed in a decoded fashion, then as raw text.

6) Use the **FMS** Knob or the **ENT** Key to scroll through the PIREP text.
7) Press the **FMS** Knob or the **CLR** Key to close the PIREP text window and return to the GFDS Weather Data Link Page.

To display the PIREP or AIREP legend, select the **LEGEND** Softkey when PIREPs or AIREPs are selected for display.

The PIREP color is determined by the type (routine or urgent).

TRAFFIC ADVISORY SYSTEMS

WARNING: *Traffic information shown on the Perspective™ Multi Function Display is provided as an aid in visually acquiring traffic. Pilots must maneuver the aircraft based only upon ATC guidance or positive visual acquisition of conflicting traffic.*

Traffic Symbol	Description
	Non-Threat Traffic (intruder is beyond 5 nm and greater than 1200' vertical separation)
	Proximity Advisory (PA) (intruder is within 5 nm and less than 1200' vertical separation)
	Traffic Advisory (TA) (closing rate, distance, and vertical separation meet TA criteria)
	Traffic Advisory Off Scale

Traffic Symbol Description

Avidyne TAS610 Series Traffic Advisory System (Optional)

Displaying Traffic on the Traffic Map Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Traffic Map Page.
3) Turn the **RANGE** Knob clockwise to display a larger area or counter-clockwise to display a smaller area.
4) Press the **MUTE** Softkey once to mute TAS voice alerts. Press twice rapidly to replay the last voice alert.

Displaying Traffic on the Navigation Map

1) Ensure TAS is operating.
2) With the Navigation Map displayed, press the **MAP** Softkey.
3) Press the **TRAFFIC** Softkey. Traffic is now displayed on the map.

GTS 800 (Optional)

System Self Test

1) Set the range to 2/6 nm.
2) Press the **STANDBY** Softkey.
3) Press the **TEST** Softkey.
4) Self test takes approximately eight seconds to complete. When completed successfully, traffic symbols display and a voice alert "Traffic Advisory System Test Passed" is heard. If the self test fails, the system reverts to Standby Mode and a voice alert "Traffic Advisory System Test Failed" is heard.

Enabling/Disabling Flight ID Display

On the Traffic Map Page, press the **FLT ID** Softkey.

Displaying Traffic on the Traffic Map Page

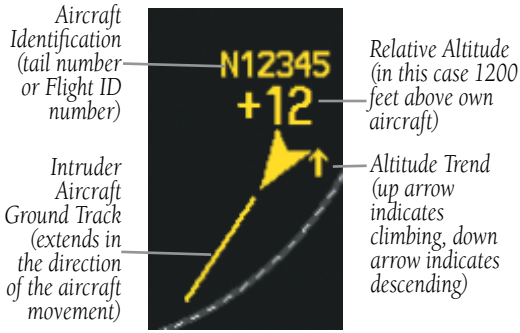
1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Traffic Map Page.
3) Press the **OPERATE** Softkey to begin displaying traffic. OPERATING is displayed in the Traffic mode field.
4) Press the **ALT MODE** Softkey to change the altitude volume.
5) Press the **STANDBY** Softkey to place the system in the Standby mode. STANDBY is displayed in the Traffic mode field.
6) Turn the **RANGE** Knob clockwise to display a larger area or counter-clockwise to display a smaller area.

Displaying Traffic on the Navigation Map

1) Ensure TAS is operating.
2) With the Navigation Map displayed, press the **MAP** Softkey.
3) Press the **TRAFFIC** Softkey. Traffic is now displayed on the map.

NOTE: *A 1090 MHz extended squitter transponder is required to display ADS-B symbology for aircraft providing ADS-B data.*

Symbol	Description
	Traffic Advisory with ADS-B directional information. Points in the direction of the intruder aircraft track. (GTS 800 only)
	Traffic Advisory without directional information.
	Traffic Advisory out of the selected display range. Displayed at outer range ring at proper bearing.
	Non-threat traffic with ADS-B directional information. Points in the direction of the aircraft track. (GTS 800 only)
	Non-threat traffic with ADS-B directional information. Points in the direction of the intruder aircraft track. (GTS 800 only)
	Non-threat traffic with no directional information.
	Traffic with ADS-B directional information, but positional accuracy is degraded. Points in the direction of the aircraft track. (GTS 800 only)


Aircraft Identification (tail number or Flight ID number)
N12345
+12
Relative Altitude (in this case 1200 feet above own aircraft)
Intruder Aircraft Ground Track (extends in the direction of the aircraft movement)
Altitude Trend (up arrow indicates climbing, down arrow indicates descending)

Example ADS-B Traffic Advisory (GTS 800 only)

L-3 Skywatch Traffic (Optional)

Switching from standby mode to operating mode:

1) On the Traffic Page, press the **OPERATE** Softkey or press the **MENU** Key and turn the small **FMS** knob to select Operating Mode.
2) If using the FMS menu, press the **ENT** Key to place the SKY497 in the operating mode.
3) To switch to Standby Mode from the Traffic Page, press the **STANDBY** Softkey.

Testing the Traffic Advisory System:

1) Set the range to 2/6 nm to allow for full traffic test pattern display.
2) Press the **STANDBY** Softkey.
3) Press the **TEST** Softkey.
4) System test takes approximately eight seconds to complete. When completed successfully, traffic symbols display and a voice alert "Traffic Advisory System Test Passed" is heard. If the system test fails, the system reverts to Standby Mode and a voice alert "Traffic Advisory System Test Failed" is heard.

Displaying traffic on the Traffic Map Page:

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Traffic Map Page.
3) Press the **OPERATE** Softkey to begin displaying traffic. OPERATING is displayed in the Traffic mode field.
4) Press the **ALT MODE** Softkey to change the altitude volume.
5) Press the **STANDBY** Softkey to place the system in the Standby mode. STANDBY is displayed in the Traffic mode field.
6) Turn the **RANGE** Knob clockwise to display a larger area or counter-clockwise to display a smaller area.

TERRAIN AND OBSTACLE PROXIMITY

NOTE: *Terrain data is not displayed when the aircraft is outside the installed terrain database coverage area.*

Displaying Terrain and Obstacles on the Terrain Proximity Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Terrain Proximity Page.
3) If desired, press the **VIEW** Softkey to access the **ARC** and **360** Softkeys. When the **ARC** Softkey is pressed, a radar-like 120° view is displayed. Press the **360** Softkey to return to the 360° default display.
4) Rotate the **Joystick** clockwise to display a larger area or rotate counter-clockwise to display a smaller area.

Color	Terrain/Obstacle Location
Red	Terrain/Obstacle above or within 100' below current aircraft altitude.
Yellow	Terrain/Obstacle between 100' and 1000' below current aircraft altitude.
Black	Terrain/Obstacle is more than 1000' below aircraft altitude.

Displaying Terrain and Obstacles on the Navigation Map

1) With the Navigation Map displayed, press the **MAP** Softkey.
2) Press the **TERRAIN** Softkey. Terrain and obstacle proximity will now be displayed on the map.
3) Terrain and obstacles may be displayed in the Profile View by selecting the **PROFILE** Softkey.

TERRAIN-SVS (OPTIONAL)

NOTE: *Terrain-SVS is only available when the Synthetic Vision System (SVS) option is installed and the TAWS-B option has not been installed.*

NOTE: *Terrain data is not displayed when the aircraft is outside the installed terrain database coverage area.*

Display Terrain on the TERRAIN-SVS Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Terrain-SVS Page.
3) If desired, press the **VIEW** Softkey to access the **ARC** and **360** softkeys. When the **ARC** Softkey is selected, a radar-like 120° view is displayed. Press the **360** Softkey to return to the 360° default display.
4) Rotate the **Joystick** clockwise to display a larger area or rotate counter-clockwise to display a smaller area.

Color	Terrain/Obstacle Location
Red	Terrain/Obstacle above or within 100' below current aircraft altitude.
Yellow	Terrain/Obstacle between 100' and 1000' below current aircraft altitude.
Black	Terrain/Obstacle is more than 1000' below aircraft altitude.

Enable/Disable Aviation Data

1) While the Terrain-SVS Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select "Show (or Hide) Aviation Data".
3) Press the **ENT** Key.

Terrain-SVS Inhibit

Inhibit Terrain Alerting

While the Terrain-SVS Page is displayed, press the **INHIBIT** Softkey.

Or:

1) Press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Inhibit Terrain'.
3) Press the **ENT** Key.

Enable Terrain Alerting

While the Terrain-SVS Page is displayed, press the **INHIBIT** Softkey.

Or:

1) While the Terrain-SVS Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Enable Terrain'.
3) Press the **ENT** Key.

NOTE: *If Terrain-SVS alerts are inhibited when the Final Approach Fix is the active waypoint in a GPS SBAS approach, a LOW ALT annunciation may appear on the PFD next to the altimeter if the current aircraft altitude is at least 164 feet below the prescribed altitude at the Final Approach Fix.*

Displaying Terrain and Obstacles on the Navigation Map

1) With the Navigation Map displayed, press the **MAP** Softkey.
2) Press the **TERRAIN** Softkey. Terrain and obstacle proximity will now be displayed on the map.
3) Terrain and obstacles may be displayed in the Profile View by selecting the **PROFILE** Softkey.

TERRAIN AWARENESS & WARNING SYSTEM (TAWS-B) DISPLAY (OPTIONAL)

WARNING: *The TAWS display shows supplemental information only. It should not be used for navigation.*

NOTE: *Terrain data is not displayed when the aircraft is outside the installed terrain database coverage area.*

NOTE: *TAWS operation is only available when the Perspective™ system is configured for a TAWS-B installation.*

Manual System Test

1) While the TAWS-B Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Test TAWS System'.
3) Press the **ENT** Key. During the test 'TAWS TEST' is displayed in the center of the TAWS-B Page.

   When all is in working order, a single aural chime is heard.

Display Terrain on the TAWS-B Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the TAWS-B Page.
3) If desired, press the **VIEW** Softkey to access the **ARC** and **360** softkeys. When the **ARC** Softkey is selected, a radar-like 120° view is displayed. Press the **360** Softkey to return to the 360° default display.
4) Rotate the **Joystick** clockwise to display a larger area or rotate counter-clockwise to display a smaller area.

Color	Terrain/Obstacle Location
Red	Terrain/Obstacle above or within 100' below current aircraft altitude.
Yellow	Terrain/Obstacle between 100' and 1000' below current aircraft altitude.
Black	Terrain/Obstacle is more than 1000' below aircraft altitude.

Enable/Disable Aviation Data

1) While the TAWS-B Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select "Show (or Hide) Aviation Data".
3) Press the **ENT** Key.

TAWS Inhibit

NOTE: *If TAWS alerts are inhibited when the Final Approach Fix is the active waypoint in a GPS SBAS approach, a LOW ALT annunciation may appear on the PFD next to the altimeter if the current aircraft altitude is at least 164 feet below the prescribed altitude at the Final Approach Fix.*

Inhibit TAWS

While the TAWS-B Page is displayed, press the **INHIBIT** Softkey.

Or:

1) Press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Inhibit TAWS'.
3) Press the **ENT** Key.

Enable TAWS

While the TAWS-B Page is displayed, press the **INHIBIT** Softkey.

Or:

1) While the TAWS-B Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Enable TAWS'.
3) Press the **ENT** Key.

Displaying Terrain and Obstacles on the Navigation Map

1) With the Navigation Map displayed, press the **MAP** Softkey.
2) Press the **TERRAIN** Softkey. Terrain and obstacle proximity will now be displayed on the map.
3) Terrain and obstacles may be displayed in the Profile View by selecting the **PROFILE** Softkey.

Blank Page

ADDITIONAL FEATURES

SYNTHETIC VISION (OPTIONAL)

WARNING: *Use appropriate primary systems for navigation, and for terrain, obstacle, and traffic avoidance. SVS is intended as an aid to situational awareness only and may not provide the accuracy and/or fidelity upon which to solely base decisions and/or plan maneuvers to avoid terrain, obstacles, or traffic.*

WARNING: *Do not use SVS runway depiction as the sole means for determining the proximity of the aircraft to the runway or for maintaining the proper approach path angle during landing.*

Synthetic Vision System (SVS) functionality is offered as an optional enhancement to the Perspective™ Integrated Avionics System.

SVS is primarily comprised of a computer-generated forward-looking, attitude aligned view of the topography immediately in front of the aircraft from the pilot's perspective. SVS information is shown on the primary flight display (PFD).

In addition to SVS enhancement to the PFD, the following features have been added to the PFD:

- Pathways
- Flight Path Marker
- Horizon Heading Marks
- Terrain and Obstacle Alerting
- Three-dimensional Traffic
- Airport Signs
- Runway Display

Displaying SVS Terrain

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) Press the **SYN TERR** Softkey.
4) Press the **BACK** Softkey to return to the previous page.

Displaying Pathways

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) If not already enabled, press the **SYN TERR** Softkey.
4) Press the **PATHWAY** Softkey.
5) Press the **BACK** Softkey to return to the previous page.

Displaying Heading on the Horizon

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) If not already enabled, press the **SYN TERR** Softkey.
4) Press the **HRZN HDG** Softkey.
5) Press the **BACK** Softkey to return to the previous page.

Displaying Airport Signs

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) If not already enabled, press the **SYN TERR** Softkey.
4) Press the **APTSIGNS** Softkey.
5) Press the **BACK** Softkey to return to the previous page.

ENHANCED VISION SYSTEM (OPTIONAL)

The Perspective™ system provides a control and display interface to an Enhanced Vision System. EVS is designed to provide an aid to situational awareness while operating in low visibility environments.

Accessing the EVS System

1) Turn the large **FMS** Knob to select the AUX Page Group.
2) Turn the small **FMS** Knob to select the VIDEO Page.
3) Pressing the **VID ZM +** and **VID ZM -** softkeys switches the EVS display magnification between 1x and 2x.
4) Pressing the **HIDE MAP** Softkey removes the map from the display and increases the EVS display to full screen.

Adjusting the EVS Display

1) Turn the large **FMS** Knob to select the AUX Page Group.
2) Turn the small **FMS** Knob to select the VIDEO Page.
3) Press the **SETUP** Softkey. The EVS display adjustment softkeys are now displayed.
4) Pressing the **CNTRST -** and **CNTRST +** Softkeys adjust display contrast in five percent increments from 0 to 100%.
5) Pressing the **BRIGHT -** and **BRIGHT +** Softkeys adjust display brightness in five percent increments from 0 to 100%.
6) Pressing the **SAT -** and **SAT +** Softkeys adjust display saturation in five percent increments from 0 to 100%.
7) Pressing the **RESET** Softkey returns all video adjustments options to the default settings
8) Press the **BACK** Softkey to return to the previous softkey level, or after 45 seconds of softkey inactivity, the system reverts to the top level AUX - VIDEO Page softkeys.

TERMINAL PROCEDURE CHARTS

NOTE: With the availability of SafeTaxi®, ChartView, or FliteCharts®, it may be necessary to carry another source of charts on-board the aircraft.

SafeTaxi®

SafeTaxi® is an enhanced feature that gives greater map detail as the map range is adjusted in on the airport. The airport display on the map reveals runways with numbers, taxiways identifiers, and airport landmarks including ramps, buildings, control towers, and other prominent features. Resolution is greater at lower map ranges. The aircraft symbol provides situational awareness while taxiing.

Selecting the **DCLTR** Softkey cycles through the different declutter levels. **DCLTR** shows all map detail. **DCLTR-1** removes taxiway markings and airport identification labels. **DCLTR-2** removes VOR station ID, the VOR symbol, and intersection names if within the airport plan view. **DCLTR-3** removes the airport runway layout, unless the airport in view is part of an active flight plan.

The SafeTaxi database contains detailed airport diagrams for selected airports. These diagrams provide the pilot with situational awareness by displaying the aircraft position in relation to taxiways, ramps, runways, terminals, and services. This information should not be used by the pilot as the basis for maneuvering the aircraft on the ground. This database is updated on a 56-day cycle.

ChartView (Optional)

ChartView resembles the paper version of Jeppesen terminal procedures charts. The charts are displayed in full color with high-resolution. The MFD depiction shows the aircraft position on the moving map in the plan view of most approach charts and on airport diagrams.

The ChartView database is updated on a 14-day cycle. If the ChartView database is not updated within 70 days of the expiration date, ChartView will no longer function.

FliteCharts® (Optional)

FliteCharts® resemble the paper version of AeroNav Services terminal procedures charts. The charts are displayed with high-resolution and in color for applicable charts. Current aircraft position is not displayed on FliteCharts.

The FliteCharts database contains procedure charts for the United States only. This database is updated on a 28-day cycle. If not updated within 180 days of the expiration date, FliteCharts will no longer function.

View Charts from the Navigation Map Page

1) Press the **SHW CHRT** Softkey when displayed.

   Or:

   Move the map pointer to point to a desired point on the map and press the **SHW CHRT** Softkey.

2) Select the **DP, STAR, APR, WX,** and **NOTAM** softkeys to access charts for departures, arrivals, approaches, weather and NOTAMs Note that NOTAMS are only available with ChartView.

3) Press the **GO BACK** Softkey to return to the previous page.

View Charts from the Active Flight Plan Page

1) While viewing the Active Flight Plan Page, press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to select the departure airport, destination airport, departure, arrival, or approach.
3) Press the **SHW CHRT** Softkey. The appropriate chart is displayed, if available for the item selected.
4) Press the **GO BACK** Softkey to return to the previous page.

Change Day/Night View

1) While viewing a chart press the **MENU** Key to display the Page Menu OPTIONS.
2) Turn the large **FMS** Knob to highlight the 'Chart Setup' Menu Option and press the **ENT** Key.
3) Turn the large **FMS** Knob to move between the 'FULL SCREEN' and 'COLOR SCHEME' Options.
4) Turn the small **FMS** Knob to choose between the 'On' and 'Off' Full Screen Options.
5) Turn the small **FMS** Knob to choose between 'Day', 'Auto', and 'Night' Options.
6) In Auto Mode, turn the large **FMS** Knob to select the percentage field and change percentage with the small **FMS** Knob. The percentage of change is the day/night crossover point based on backlighting intensity.
7) Press the **FMS** Knob when finished to remove the Chart Setup Menu.

AOPA AIRPORT DIRECTORY

The AOPA or AC-U-KWIK Airport Directory adds enhanced airport information when viewing airports on the WPT-Airport Information Page.

The Airport Directory databases are revised every 56 days. Check fly.garmin.com for the current database.

View Airport Directory Information

While viewing the WPT-Airport Information Page, if necessary, select the **INFO-1** Softkey to change the softkey label to display **INFO-2**. Airport Directory information is displayed on the right half of the display.

SIRIUSXM™ RADIO ENTERTAINMENT (OPTIONAL)

The SiriusXM Radio Page provides information and control of the audio entertainment features of the SiriusXM Satellite Radio.

Selecting the XM Radio Page

1) Turn the large **FMS** Knob to select the Auxiliary Page Group.
2) Turn the small **FMS** Knob to select the XM Radio Page.
3) If necessary, press the **RADIO** Softkey to display the XM Radio Page where audio entertainment is controlled.

Active Channel and Channel List

The Active Channel Box on the XM Radio Page displays the currently selected channel. The Channels List Box of the XM Radio Page shows a list of the available channels for the selected category.

Selecting a Category

The Category Box of the XM Radio Page displays the currently selected category of audio.

1) Press the **CATGRY** Softkey on the XM Radio Page.
2) Press the **CAT +** and **CAT -** softkeys to cycle through the categories.

   Or:

   Turn the small **FMS** Knob to display the 'Categories' list. Highlight the desired category with the small **FMS** Knob.
3) Press the **ENT** Key.

Select an Available Channel within the Selected Category

1) While on the XM Radio Page, press the **CHNL** Softkey.
2) Press the **CH +** Softkey to go up through the list in the Channel Box, or move down the list with the **CH –** Softkey.

   Or:

   Press the **FMS** Knob to highlight the channel list and turn the large **FMS** Knob to scroll through the channels.
3) With the desired channel highlighted, press the **ENT** Key.

Entering a Channel Directly

1) While on the XM Radio Page, press the **CHNL** Softkey.
2) Press the **DIR CH** Softkey. The channel number in the Active Channel Box is highlighted.
3) Press the numbered softkeys located on the bottom of the display to directly select the desired channel number. The number keys on the PFD/MFD Control Unit may also be used.
4) Press the **ENT** Key to activate the selected channel.

Assigning Channel Presets

Up to 15 channels from any category can be assigned a preset number.

1) On the XM Radio Page, with the desired channel active, press the **PRESETS** Softkey to access the first five preset channels (**PS1 - PS5**).
2) Press the **MORE** Softkey to access the next five channels (**PS6 – PS10**), and again to access the last five channels (**PS11 – PS15**). Pressing the **MORE** Softkey repeatedly cycles through the preset channels.
3) Press any one of the (**PS1 - PS15**) softkeys to assign a number to the active channel.
4) Press the **SET** Softkey on the desired channel number to save the channel as a preset.

Adjusting Volume

1) With the XM Radio Page displayed, press the **VOL** Softkey.
2) Press the **VOL –** Softkey to reduce volume or press the **VOL +** Softkey to increase volume. (Once the **VOL** Softkey is pressed, the volume can also be adjusted using the small **FMS** Knob.)

Mute SiriusXM Audio

1) Select the XM Radio Page or XM Information Page.
2) Press the **MUTE** Softkey to mute the audio. Press the **MUTE** Softkey again to unmute the audio.

SATELLITE TELEPHONE & SMS MESSAGING SERVICE (OPTIONAL)

Operation of these features in the cockpit is accomplished through the AUX-TELEPHONE, and the AUX-TEXT MESSAGING SETUP Pages.

Registering With Garmin Flight Data Services

A subscriber account must be established prior to using the Iridium Satellite System. Before setting up an Iridium account, obtain the serial number of the Iridium Transceiver (GSR1) and the System ID by viewing the AUX- SYSTEM STATUS Page. Contact Garmin Flight Data Services at 1-866-739-5687 in the United States or (011) 913-440-1135.

Disable/Enable Iridium Transceiver

Iridium telephone may be turned on or off by performing the following steps.

To enable the Iridium telephone system:

1) With the AUX-TELEPHONE Page displayed, select the **MENU** Key on the MFD to display the Page Menu.
2) Turn either **FMS** Knob to place the cursor on 'Enable Iridium Transmission'.
3) Press the **ENT** Key.

To disable the Iridium telephone system:

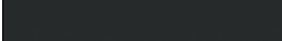
1) With the AUX-TELEPHONE Page displayed, select the **MENU** Key on the MFD to display the Page Menu.
2) Turn either **FMS** Knob to place the cursor on 'Disable Iridium Transmission'.
3) Press the **ENT** Key.

Telephone Communication

The pilot or copilot can place and answer calls on the Iridium satellite network. Control and monitoring of telephone functions are accomplished through the AUX-TELEPHONE Page.

To view the Telephone Page:

1) Turn the large **FMS** Knob on the MFD to select the AUX page group.
2) Turn the small **FMS** Knob to select SATELLITE PHONE.

Internal Phone	External Phone	Description
		Phone is Idle
		Phone is ringing
		Phone has a dial tone (off hook) or connected to another phone
		Phone dialed is busy
		Phone is dialing another phone
		Phone has failed
		Phone status not known
		Phone is disabled
		Phone is reserved for data transmission
		Calling other phone or incoming call from other phone
		Other phone is on hold
		Phones are connected

Incoming Calls

When viewing MFD pages other than the AUX-TELEPHONE Page, a pop-up alert will be displayed. The pop-up alert may be inhibited at times, such as during takeoff. In addition to the pop-up alert, a ringing phone symbol will be displayed to the right of the MFD page title. Also, the voice alert "Incoming Call" will be heard on the selected cockpit audio.

NOTE: *The Push-to-Talk switch is not utilized for telephone communication. The microphone is active after selecting the* ***ANSWER*** *Softkey, and stays active until the call is terminated.*

Answering an incoming call:

1) Press the Key (GMA 350) or **TEL** Key (GMA 347) on the audio panel.
2) Select the **ANSWER** Softkey on the MFD.

Or:

While viewing the AUX-TELEPHONE Page:

1) Press the Key (GMA 350) or **TEL** Key (GMA 347) on the audio panel.
2) Press the **MENU** Key to display the Page Menu.
3) Turn either **FMS** Knob to place the cursor on 'Answer Incoming Call'.
4) Press the **ENT** Key.

Selecting the **IGNORE** Softkey will extinguish the pop-up window and leave the current call unanswered. Selecting the **IGNRE ALL** Softkey will extinguish the pop-up window for the current and all future incoming calls and leave the current call unanswered. Selecting the **TEL** Softkey will display the AUX-TELEPHONE Page allowing additional call information to be viewed before answering.

Disabling incoming call alerts:

1) With the AUX-TELEPHONE Page displayed, press the **MENU** Key on the MFD to display the Page Menu.
2) Turn either **FMS** Knob to place the cursor on 'Disable Incoming Call Alerts'.
3) Press the **ENT** Key. The voice and pop-up alert will not be displayed now when an incoming call is received.

Outgoing Calls

Voice calls can be made from the cockpit through the Iridium Satellite Network.

To make a call:

1) Press the Key (GMA 350) or **TEL** Key (GMA 347) on the audio panel.

2) Select the **DIAL** Softkey on the MFD.

Or:

While viewing the AUX-TELEPHONE Page:

a) Press the Key (GMA 350) or **TEL** Key (GMA 347) on the audio panel.

b) Press the **MENU** Key to display the Page Menu.

c) Turn either **FMS** Knob to place the cursor on 'Dial a Phone Call'.

d) Press the **ENT** Key.

3) Enter the desired number string (typically, country code + area code + phone number) by selecting the number softkeys on the MFD, pressing the numeric keys on the PFD/MFD Controller, or turning the FMS Knobs. The GSR 56 may be configured by an authorized repair facility to automatically enter a default county code when the dialing window is displayed. To replace the default country code, move the cursor to the first (furthest left) number in the dialing window and enter the desired country code.

4) Press the **ENT** Key. 'OK' is highlighted.

5) Press the **ENT** Key. The system will begin calling the number.

When the phone is answered, the connection is established. To exit the call, select the **HANGUP** Softkey.

Text Messaging (SMS)

Messages may be sent to an email address or text message capable cellular telephone. Message length is limited to 160 characters, including the email address.

The text messaging user interface is mainly through the AUX-TEXT MESSAGING Page.

Viewing the Text Messaging Page

1) Turn the large **FMS** Knob on the MFD to select the AUX page group.
2) Turn the small **FMS** Knob to select SATELLITE PHONE.
3) If necessary, press the **SMS** Softkey to display the AUX-TEXT MESSAGING Page.

Message Symbol	Description
	Received text message that has not been opened
	Received text message that has been opened
	Saved text message, draft not sent
	System is sending text message
	Text message has been sent
	System failed to send text message
	Predefined text message

Viewing a Text Message When Received

When viewing MFD pages other than the AUX-TEXT MESSAGING Page, a pop-up alert will be displayed when a new text message is received.

Press the **VIEW** Softkey to view the message. Pressing the **IGNORE** Softkey will extinguish the pop-up window and leave the text message unopened. Pressing the **IGNR ALL** Softkey will extinguish the pop-window and ignore all future incoming text messages. Pressing the **SMS** Softkey will display the AUX-TEXT MESSAGING Page.

The pop-up alerts may be enabled or disabled through the Page Menu.

Enable/Disable Incoming Text Message Pop-Up Alerts

1) With the AUX-TEXT MESSAGING Page displayed, press the **MENU** Key on the MFD to display the Page Menu.
2) Turn either **FMS** Knob to place the cursor on 'Disable New Message Popups' or 'Enable New Message Popups'.
3) Press the **ENT** Key. The pop-up alert will not be displayed when an incoming text message is received.

Reply to a Text Message

While viewing the text message, press the **REPLY** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Reply To Message'.

c) Press the **ENT** Key.

Sending a Text Message

1) While viewing the AUX-TEXT MESSAGING Page, press the **NEW** Softkey.

   Or:

   a) Press the **MENU** Key to display the Page Menu.

   b) Turn either **FMS** Knob to place the cursor on 'Draft New Message'.

   c) Press the **ENT** Key.

2) The TEXT MESSAGE DRAFT Window is now displayed with the cursor in the 'TO' field. Enter the desired telephone number or email address. Entry can be accomplished through the alphanumeric keys on the PFD/MFD Control Unit, or combination of the **FMS** Knob on the controller and softkeys on the MFD. The **FMS** Knob is used to enter letters and numbers, or numbers can be entered from the MFD by pressing the **NUMBERS** Softkey. Press the **CAP LOCK** Softkey to create upper and lower case alpha characters. Special characters can be accessed by pressing the **SYMBOLS** Softkey.
3) Press the **ENT** Key. The cursor is now displayed in the 'MESSAGE' field.
4) Enter the desired message using any combination of entry methods as described in step 2.

5) Press the **ENT** Key.

6) Press the **SEND** Softkey to send the message immediately, or press the **SAVE** Softkey to save the message in Outbox for sending at a later time. Press the **CANCEL** Softkey to delete the message.

Predefined Text Messages

Time and effort can be saved in typing text messages that are used repeatedly by saving these messages as a predefined message.

Create a Predefined Text Message

1) While viewing the AUX-TEXT MESSAGING Page, press the **MENU** Key to display the Page Menu.

2) Turn either **FMS** Knob to select 'Edit Predefined Messages'.

3) Press the **ENT** Key. The PREDEFINED MESSAGES view is now displayed.

4) Press the **NEW** Softkey.

   Or:

   a) Press the **MENU** Key to display the Page Menu.

   b) Turn either **FMS** Knob to place the cursor on 'Draft New Predefined Message'.

   c) Press the **ENT** Key. The PREDEFINED SMS TEXT MESSAGE Window is now displayed.

5) The cursor is displayed in the 'TITLE' field. Enter the desired message title. Entry can be accomplished through the alphanumeric keys on the PFD/MFD Control Unit, or combination of the **FMS** Knob on the controller and softkeys on the MFD. The **FMS** Knob is used to enter letters and numbers, or numbers can be entered from the MFD by pressing the **NUMBERS** Softkey. Press the **CAP LOCK** Softkey to create upper and lower case alpha characters. Special characters can be accessed by pressing the **SYMBOLS** Softkey.

6) Press the **ENT** Key. The cursor is now displayed in the 'MESSAGE' field.

7) Enter the desired message using any combination of entry methods as described in step 5.

8) Press the **ENT** Key.

9) Press the **SAVE** Softkey. The new predefined message is now shown in the displayed list. Pressing the **CANCEL** Softkey will delete the message without saving.

10) Press the **MENU** Key to display the Page Menu.

11) Turn either **FMS** Knob to place the cursor on 'Stop Editing Predefined Message'.

12) Press the **ENT** Key.

Send a Predefined Text Message

1) While viewing the AUX-TEXT MESSAGING Page, press the **NEW** Softkey.

2) The TEXT MESSAGE DRAFT Window is now displayed with the cursor in the 'TO' field. Enter the desired telephone number or email address. Entry can be accomplished through the alphanumeric keys on the PFD/MFD Control Unit, or combination of the **FMS** Knob on the controller and softkeys on the MFD. The **FMS** Knob is used to enter letters and numbers, or numbers can be entered from the MFD by pressing the **NUMBERS** Softkey. Press the **CAP LOCK** Softkey to create upper and lower case alpha characters. Special characters can be accessed by pressing the **SYMBOLS** Softkey.

3) Press the **ENT** Key. The cursor is now displayed in the 'MESSAGE' field.

4) Press the **PREDEFD** Softkey. The PREDEFINED MESSAGE MENU Window is displayed.

6) Press the **ENT** Key. The predefined message text is inserted into the message field. If desired, the message can be edited by using the FMS Knobs.

7) Press the **ENT** Key.

8) Press the **SEND** Softkey to transmit the message.

Text Message Boxes

Received text messages reside in the Inbox as 'Read' or 'Unread' messages. The Outbox contains 'Sent' and 'Unsent' text messages. Saved messages that are meant to be sent later are stored as Drafts. Each text message box may be viewed separately, or together in any combination.

Show Inbox Messages

While viewing the AUX-TEXT MESSAGING Page, press the **ARRANGE** Softkey, then press the **INBOX** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Show Inbox Messages'.

c) Press the **ENT** Key. The message box selected for viewing is indicated at the bottom left of the list window.

Show Outbox Messages

While viewing the AUX-TEXT MESSAGING Page, press the **ARRANGE** Softkey, then press the **OUTBOX** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Show Outbox Messages'.

c) Press the **ENT** Key. The message box selected for viewing is indicated at the bottom left of the list window.

Show Draft Messages

While viewing the AUX-TEXT MESSAGING Page, press the **ARRANGE** Softkey, then press the **DRAFTS** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Show Draft Messages'.

c) Press the **ENT** Key. The message box selected for viewing is indicated at the bottom left of the list window.

Arranging Text Messages

The viewed messages may be listed according to the date/time the message was sent or received, the type of message (read, unread, sent, unsent, etc.), or by message address.

View Messages Sorted by Message Date/Time:

While viewing the AUX-TEXT MESSAGING Page, press the **ARRANGE** Softkey, then press the **TIME** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Sort By Date/Time'.

c) Press the **ENT** Key. The sorting selection is indicated at the bottom center of the list window.

View Messages Sorted by Message Type

While viewing the AUX-TEXT MESSAGING Page, press the **ARRANGE** Softkey, then press the **TYPE** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Sort By Type'.

c) Press the **ENT** Key. The sorting selection is indicated at the bottom center of the list window.

View Messages Sorted by Address:

While viewing the AUX-TEXT MESSAGING Page, press the **ARRANGE** Softkey, then press the **ADDRESS** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Sort By Address'.

c) Press the **ENT** Key. The sorting selection is indicated at the bottom center of the list window.

Viewing The Content of a Text Message

1) While viewing the AUX-TEXT MESSAGING Page, select the desired message box.

2) Press the **FMS** Knob to activate the cursor.

3) Turn either **FMS** Knob to select the desired message.

4) Press the **VIEW** Softkey.

Or:

Press the **ENT** Key.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'View Selected Message'.

c) Press the **ENT** Key.

5) To close the text message, press the **CLOSE** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Close Message'.

c) Press the **ENT** Key.

Mark Selected Message As Read

1) While viewing the Inbox on the AUX-TEXT MESSAGING Page, press the **FMS** Knob to activate the cursor.
2) Turn either **FMS** Knob to select the desired message.
3) Press the **MRK READ** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.

b) Turn either **FMS** Knob to place the cursor on 'Mark Selected Message As Read'.

c) Press the **ENT** Key.

The message symbol now indicates the message has been opened.

Mark All Messages As Read

1) While viewing the Inbox on the AUX-TEXT MESSAGING Page, press the **MENU** Key to display the Page Menu.
2) Turn either **FMS** Knob to place the cursor on 'Mark All New Messages As Read'.
3) Press the **ENT** Key. A confirmation window is displayed.
4) With cursor highlighting 'YES', press the **ENT** Key. The message symbols now indicate all the message have been opened.

Delete a Message

1) While viewing the Inbox on the AUX-TEXT MESSAGING Page, press the **FMS** Knob to activate the cursor.
2) Turn either **FMS** Knob to select the desired message.
3) Press the **DELETE** Softkey.

Or:

a) Press the **MENU** Key to display the Page Menu.
b) Turn either **FMS** Knob to place the cursor on 'Delete Selected Message'.
c) Press the **ENT** Key.

WI-FI CONNECTIONS (OPTIONAL)

Control and monitoring of Wi-Fi functions are accomplished through the AUX-WI-FI SETUP Page.

Viewing the Wi-Fi Setup Page

1) Turn the large **FMS** Knob on the MFD to select the AUX page group.
2) Turn the small **FMS** Knob to select REPORTS/DATA LINK.
3) If necessary, select the **WI-FI** Softkey to display the AUX-WI-FI SETUP Page.

Setting Up a New Wi-Fi Connection

1) Select the **AVAIL** Softkey on the MFD. A list of available networks will be displayed in the AVAILABLE NETWORKS window. Signal strength is shown for each network, as well as security methods and whether the network has been saved in the system's memory.
2) If necessary, select the **RESCAN** Softkey to have the system scan again for available networks.
3) Press the **FMS** Knob to place the cursor in the list of networks.
4) Turn either **FMS** Knob to select the desired network.
5) Select the **CONNECT** Softkey.
6) If the network is secured, enter the necessary passcode. Use the **FMS** Knobs to enter the desired alpha numeric characters. Select the **CAP LOCK** Softkey to enter upper case letters. If there is no security associated with the network, proceed to step 9.
7) Press the **ENT** Key. 'OK' will be highlighted.
8) Press the **ENT** Key again.
9) The SAVE SETTINGS window is now displayed with the cursor highlighting 'SAVE CONNECTION'.
10) The selected network can be saved to system memory to make reconnection easier at a later time.

To connect the selected network without saving:

a) Turn the large FMS Knob to move the cursor to highlight 'CONNECT'.

b) Press the **ENT** Key.

To save and connect the selected network:

a) Press the **ENT** Key. A checkmark is placed in the checkbox and the cursor moves to the airport field.

b) Using the **FMS** Knobs, enter an airport identifier to be associated with the saved network. This aids in identifying the network later in the event of duplicate network names.

c) Press the **ENT** Key. The cursor moves to 'CONNECT'.

d) Press the **ENT** Key again to connect to the selected network.

Editing a Saved Network

1) While viewing list of saved networks, press the **FMS** Knob to activate the cursor.
2) Turn either **FMS** Knob to highlight the network to be edited.
3) Pressing the **ENT** Key at this point will check or uncheck the AUTO CONNECT checkbox. When a checkmark is present, the system will automatically connect to the network when within range.
4) Select the **EDIT** Softkey. The cursor now appears in the CONNECTION SETTINGS window.
5) Turn the large **FMS** Knob to select the network attribute to be edited.
6) Turn the small **FMS** Knob to begin editing the field.
7) When the entry is complete, press the **ENT** Key.
8) Turn the large **FMS** Knob or press the **ENT** Key until 'SAVE' is highlighted.
9) Press the **ENT** Key.

Disconnecting a Wi-Fi Network

Select the **DISCNCT** Softkey.

Deleting a Saved Wi-Fi Network

1) While viewing the list of saved networks, press the **FMS** Knob to activate the cursor.
2) Turn either **FMS** Knob to highlight the network to be deleted.
3) Select the **DELETE** Softkey. The selected network is removed from the list.

SYSTEM DATA LOGGING (OPTIONAL)

NOTE: *An account must be established with Garmin Flight Data Services to make full use of the System Data Logging feature.*

Control and monitoring of report transmissions is accomplished through the AUX-REPORT STATUS Page.

Viewing the Report Status Page

1) Turn the large **FMS** Knob on the MFD to select the AUX page group.
2) Turn the small **FMS** Knob to select REPORTS/DATA LINK.
3) If necessary, select the **REPORT** Softkey to display the AUX-REPORT STATUS Page.

Changing the Transmission Method

1) While viewing the Report Status Page, press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to move the cursor to the 1st or 2nd transmit method for the desired data report.
3) Turn the small **FMS** Knob to select the desired option (SAT SHORT BURST, SAT RUDICS, WI-FI, or NONE). Sat Short Burst is generally used for transmission of data packets less than 300 bytes. Wi-Fi is used only when the aircraft on the ground and the system is connected to a Wi-Fi network.
4) Press the **ENT** Key.

Enabling/disabling Automatic Send for Automatic Test Reports

1) While viewing the Report Status Page, press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to move the cursor to the AUTOMATIC SEND field.
3) Turn the small **FMS** Knob to select ENABLED or DISABLED.
4) Press the **ENT** Key.

Enabling/disabling Periodic Send for Periodic Test Reports

1) While viewing the Report Status Page, press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to move the cursor to the PERIODIC SEND field.
3) Turn the small **FMS** Knob to select ENABLED or DISABLED.
4) Press the **ENT** Key.

Sending a Transmission Manually

NOTE: *Manual transmission of data can only be performed while the aircraft is on the ground.*

1) While viewing the Report Status Page, press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to move the cursor to the send button on the desired data report.
3) Press the **ENT** Key.

Restore Reports Page Options to Default Settings

1) While viewing the Report Status Page, press the **MENU** Key.
2) Turn the **FMS** Knob to select 'Restore Defaults' in the menu list.
3) Press the **ENT** Key.
4) A confirmation window is now displayed.
5) Turn the large **FMS** Knob to select 'YES' or 'NO'.
6) With 'YES' highlighted, press the **ENT** Key.

ELECTRONIC CHECKLISTS (OPTIONAL)

The system accesses the checklists from an SD card inserted into the bezel slot. If the SD card contains an invalid checklist file or no checklist, the Power-up Page messages display 'Checklist File: Invalid' or 'Checklist File: N/A' (not available) and the **CHKLIST** Softkey is not available.

Accessing and Navigating Checklists

1) From any page on the MFD (except EIS Pages), press the **CHKLIST** Softkey.

2) Turn the large **FMS** Knob to select the 'GROUP' field.

3) Turn the small **FMS** Knob to select the desired procedure and press the **ENT** Key.

4) Turn the large **FMS** Knob to select the 'CHECKLIST' field.

5) Turn the **FMS** Knob to select the desired checklist and press the **ENT** Key. The selected checklist item is indicated with white text surrounded by a white box.

6) Press the **ENT** Key or **CHECK** Softkey to check the selected checklist item. The line item turns green and a checkmark is placed in the associated box. The next line item is automatically selected for checking.

Either **FMS** Knob can be used to scroll through the checklist and select the desired checklist item.

Press the **CLR** Key or **UNCHECK** Softkey to remove a check mark from an item.

7) When all checklist items have been checked, '*Checklist Finished*' is displayed in green text at the bottom left of the checklist window. If all items in the checklist have not been checked, '*CHECKLIST NOT FINISHED*' will be displayed in yellow text.

8) Press the **ENT** Key. 'GO TO NEXT CHECKLIST?' will be highlighted by the cursor.

9) Press the **ENT** Key to advance to the next checklist.

10) Press the **EXIT** Softkey to exit the Checklist Page and return to the page last viewed.

Immediately Accessing Emergency Procedures

1) From any page on the MFD, press the **CHKLIST** Softkey.
2) Press the **EMERGCY** Softkey.
3) Turn the **FMS** Knob to select the desired emergency checklist and press the **ENT** Key.
4) Press the **ENT** Key or **CHECK** Softkey to check the selected emergency checklist item. The line item turns green and a checkmark is placed in the box next to it. The next line item is automatically highlighted for checking.

   Either **FMS** Knob can be used to scroll through the checklist and select the desired checklist item.

   Press the **CLR** Key or **UNCHECK** Softkey to remove a check mark from an item.
5) When all checklist items have been checked, '*Checklist Finished*' is displayed in green text at the bottom left of the checklist window. If all items in the checklist have not been checked, '*CHECKLIST NOT FINISHED*' will be displayed in yellow text.
6) Press the **ENT** Key. 'GO TO NEXT CHECKLIST?' will be highlighted by the cursor.
7) Press the **ENT** Key to advance to the next checklist.
8) Press the **RETURN** Softkey to return to the previous checklist.
9) Press the **EXIT** Softkey to exit the Checklist Page and return to the page last viewed.

HYPOXIA RECOGNITION WITH AUTOMATIC DESCENT MODE (OPTIONAL)

NOTE: *The Automatic Descent Mode does not account for terrain elevation.*

The system is operative when the aircraft altitude is above 14,900 feet (pressure altitude) and the GFC 700 autopilot is engaged. Pilot interaction with the Perspective™ system is monitored by detecting key presses and turns of the knobs (Audio Panel and push-to-talk switch excluded). If a period of inactivity (time dependent on altitude) is detected, Hypoxia Recognition initiates and automatic descent.

When the system detects a sufficient period of inactivity the Advisory Annunciation 'ARE YOU ALERT?' is displayed. Selecting the **ALERT** Softkey will acknowledge the message and reset the system. Pressing any other softkey, or turning a knob will also reset the system.

When no pilot interaction is detected for an additional 60 seconds, the Caution Annunciation 'HYPOXIA ALERT' is displayed. Again, selecting the **ALERT** Softkey will acknowledge the message and reset the system. Pressing any other softkey, or turning a knob will also reset the system.

When no pilot interaction is detected for an additional 60 seconds, the Warning Annunciation 'AUTO DESCENT' is displayed in the Annunciation Window and 'Automatic descent to 14,000FT in 60 seconds' is displayed in the Alerts Window. Once again, selecting the **ALERT** Softkey will acknowledge the message and reset the system. Pressing any other softkey, or turning a knob will also reset the system.

When no interaction is detected for another 60 seconds, the system will automatically proceed with the descent.

As the system prepares for descent, the Selected Altitude is set to 14,000 and the AFCS enters Indicated Airspeed (IAS) mode with the airspeed reference set to the maximum allowable airspeed setting for the specific aircraft model. Refer to the Flight Director Vertical Modes in the AFCS section. AFCS lateral mode settings are not affected.

As the descent begins, an 'AUTO DESCENT' warning is displayed in the Annunciation Window. 'AUTO DESCENT - Aircraft Descending to 14,000FT' is displayed in the Alerts Window. 'EDM' is shown as an AFCS Status Annunciation indicating the system has entered Automatic Descent Mode. 'EDM' (Emergency Descent Mode) is the AFCS mode that is activated when Hypoxia Recognition initiates an automatic descent. A continuous repeating chime will be heard as long as Automatic Descent Mode is active. After the descent begins, Automatic Descent Mode can only be canceled by disconnecting the autopilot.

As the aircraft reaches 14,000 feet the system sets the AFCS to Altitude Hold mode. The AFCS will also remain in Automatic Descent Mode as indicated by 'EDM' continuing to be displayed as an AFCS Status Annunciation. The system again begins monitoring for pilot interaction.

If no pilot interaction is detected for four minutes, the system initiates the second descent. As the system prepares for this descent, the Selected Altitude is set to 12,500 and the AFCS again enters IAS mode with the airspeed reference set to the maximum allowable airspeed for the specific aircraft model.

As the descent begins, an 'AUTO DESCENT' warning is displayed in the Annunciation Window. 'AUTO DESCENT - Aircraft Descending to 12,500FT' is displayed in the Alerts Window. 'EDM' is shown as an AFCS Status Annunciation. Also, the continuous repeating chime is heard.

As the aircraft reaches 12,500 feet the system sets the AFCS to Altitude Hold mode. The AFCS will also remain in Automatic Descent Mode as indicated by 'EDM' continuing to be displayed as an AFCS Status Annunciation as well as the continuing presence of the repeating chime. At this point, the AFCS must be disconnected to cancel Automatic Descent Mode.

ELECTRONIC STABILITY AND PROTECTION (ESP™) (OPTIONAL)

The pilot can interrupt ESP™ by pressing and holding the Autopilot Disconnect (**AP DISC**) switch. Upon releasing the **AP DISC** switch, ESP™ force will again be applied, provided aircraft roll attitude is within engagement limits. ESP™ can also be overridden by overpowering the servo's mechanical torque limit.

ESP™ can be enabled or disabled on the AUX-SYSTEM SETUP 2 Page on the MFD.

To enable or disable ESP™:

1) Turn the large **FMS** Knob to select the AUX Page Group.
2) Turn the small **FMS** Knob to select the System Setup Page.
3) If necessary, select the **SETUP 2** Softkey to display the AUX-SYSTEM SETUP 2 Page. If the AUX-SYSTEM SETUP 2 is already displayed, proceed to step 4.
4) Press the **FMS** Knob to activate the cursor.
5) Turn the large **FMS** Knob to place the cursor in the STABILITY & PROTECTION field.
6) Turn the small **FMS** Knob to select 'ENABLE' or 'DISABLE'.
7) Press the **FMS** Knob to remove the cursor.

ESP™ is automatically enabled on system power up.

Roll Engagement

Roll Limit Indicators are displayed on the roll scale at 45° right and left, indicating where ESP™ will engage. As roll attitude exceeds 45°, ESP™ will engage and the on-side Roll Limit Indicator will move to 30°. The Roll Limit Indicator is now showing where ESP™ will disengage as roll attitude decreases to within the desirable roll attitude range.

Once engaged, ESP™ force will be applied between 30° and 75°. The force increases as roll attitude increases and decreases as roll attitude decreases. The applied force is intended to encourage pilot input that returns the airplane to a more normal roll attitude. As roll attitude decreases, ESP™ will disengage at 30°.

ESP™ is automatically disengaged if the aircraft reaches the autopilot roll engagement attitude limit of 75°.

Pitch Engagement

ESP™ engages at 17.5° nose-up and 15.5° nose-down. Once ESP™ is engaged, it will apply opposing force between 17.5° and 50° nose-up and between 15.5° and 50° nose-down. Maximum opposing force is applied between 22.5° and 50° nose-up and between 20.5° and 50° nose-down.

With ESP™ engaged, and the aircraft in a nose-up condition, opposing force steadily decreases from 17.5° nose-up to 12.5° nose-up as aircraft pitch moves toward zero degrees. ESP™ disengages at 12.5° nose-up. With ESP™ engaged, and the aircraft in a nose-down condition, opposing force steadily decreases from 15.5° nose-down to 10.5° nose-down as aircraft pitch moves toward zero degrees. ESP™ disengages at 10.5° nose-down.

The opposing force increases or decreases depending on the pitch angle and the direction of pitch travel. This force is intended to encourage movement in the pitch axis in the direction of the normal pitch attitude range for the aircraft.

There are no indications marking the pitch ESP™ engage and disengage limits in these nose-up/nose-down conditions.

High Airspeed Protection

Exceeding Vne will result in ESP™ applying force to raise the nose of the aircraft. When the high airspeed condition is remedied, ESP™ force is no longer applied.

PILOT PROFILES

Creating a profile:

1) Use the **FMS** Knob to select the AUX - System Setup Page.
2) Press the **FMS** Knob momentarily to activate the flashing cursor.
3) Turn the large **FMS** Knob to highlight 'CREATE' in the Pilot Profile Box.
4) Press the **ENT** Key. A 'Create Profile' window is displayed.
5) Use the **FMS** Knob to enter a profile name up to 16 characters long and press the **ENT** Key. Pilot profile names cannot begin with a blank as the first letter.
6) In the next field, use the small **FMS** Knob to select the desired settings upon which to base the new profile. Profiles can be created based on Garmin factory defaults, default profile settings (initially based on Garmin factory defaults unless edited by the pilot), or current system settings.

7) Press the **ENT** Key.

8) With 'CREATE' highlighted, press the **ENT** Key to create the profile

Or:

Use the large **FMS** Knob to select 'CREATE and ACTIVATE' and press the **ENT** Key to activate the new profile.

9) To cancel the process, select 'CANCEL' with the large FMS Knob and press the **ENT** Key.

Selecting an active profile:

1) Use the **FMS** Knob to select the AUX - System Setup Page.
2) Press the **FMS** Knob momentarily to activate the flashing cursor.
3) Turn the large **FMS** Knob to highlight the active profile field in the Pilot Profile Box.
4) Turn the small **FMS** Knob to display the pilot profile list and highlight the desired profile.
5) Press the **ENT** Key. The system loads and displays the system settings for the selected profile.

Renaming a profile:

1) Use the **FMS** Knob to select the AUX - System Setup Page.
2) Press the **FMS** Knob momentarily to activate the flashing cursor.
3) Turn the large **FMS** Knob to highlight 'RENAME' in the Pilot Profile Box.
4) Press the **ENT** Key.
5) In the 'Rename Profile' window, turn the **FMS** Knob to select the profile to rename.
6) Press the **ENT** Key.
7) Use the **FMS** Knob to enter a new profile name up to 16 characters long and press the **ENT** Key.
8) With 'RENAME' highlighted, press the **ENT** Key.
9) To cancel the process, use the large **FMS** Knob to select 'CANCEL' and press the ENT Key.

Deleting a profile:

1) Use the **FMS** Knob to select the AUX - System Setup Page.
2) Press the **FMS** Knob momentarily to activate the flashing cursor.
3) Turn the large **FMS** Knob to highlight 'DELETE' in the Pilot Profile Box.
4) Press the **ENT** Key.
5) In the 'Delete Profile' window, turn the **FMS** Knob to select the profile to delete.
6) Press the **ENT** Key.
7) With 'DELETE' highlighted, press the **ENT** Key.
8) To cancel the process, use the large **FMS** Knob to select 'CANCEL' and press the **ENT** Key.

Importing a profile:

1) Insert the SD card containing the Pilot Profile into the top card slot on the MFD.
2) Use the **FMS** Knob to select the AUX - System Setup Page.
3) Press the **IMPORT** softkey. If the correct Pilot Profile file is selected; with 'IMPORT' highlighted press the **ENT** Key.

Or:

If the SD card contains more than one Pilot Profile:

- **a)** Turn the large **FMS** Knob to highlight the select file field in the Pilot Profile Importing Box.
- **b)** Turn the small **FMS** Knob to display the pilot profile list and highlight the desired profile to import and press the **ENT** Key.
- **c)** With 'IMPORT' highlighted, press the **ENT** Key.

4) "Pilot profile import succeeded." is shown in the import results box. Press the **ENT** Key. The imported profile becomes the active Pilot Profile.

Exporting a profile:

1) Insert the SD card for storing the Pilot Profile into the top card slot on the MFD.
2) Use the **FMS** Knob to select the AUX - System Setup Page.
3) Activate the desired Pilot Profile to export. Only the active Pilot Profile can be exported.
4) Press the **EXPORT** softkey.
5) With 'EXPORT' highlighted press the **ENT** Key.
6) "Pilot profile export succeeded." is shown in the export results box. Press the **ENT** Key to exit the Pilot Profile Exporting Box.

ABNORMAL OPERATION

REVERSIONARY MODE

Should a system detected failure occur in either display, the Perspective™ system automatically enters reversionary mode. In reversionary mode, critical flight instrumentation is combined with engine instrumentation on the remaining display.

Reversionary display mode can be manually activated by pressing the **DISPLAY BACKUP** Button on the instrument panel between the PFD and MFD.

NOTE: *The Cirrus SR20/SR22/SR22T Airplane Flight Manual (AFM) always takes precedence over the information found in this section.*

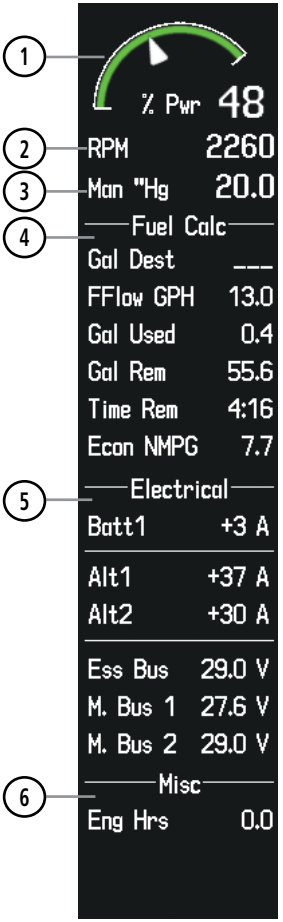
Engine System Display

NOTE: *Fuel calculations do not use the aircraft fuel quantity indicators and are calculated from the last time the fuel was reset.*

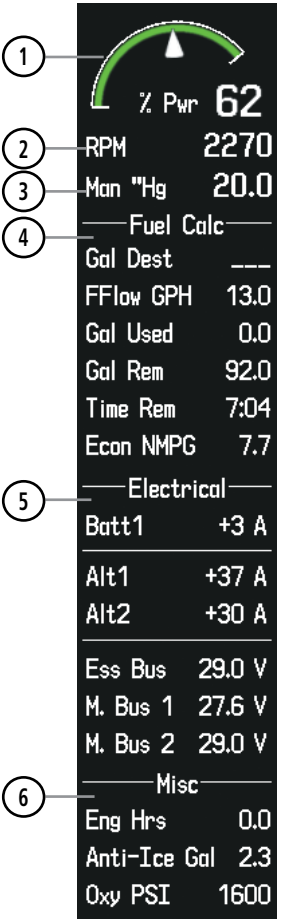
NOTE: *Refer to the Pilot's Operating Handbook (POH) for limitations.*

Accessing the EIS System Display:

1) Press the **ENGINE** Softkey.
2) Press the **SYSTEM** Softkey.
3) To return to the default Engine Display, press the **ENGINE** or **BACK** Softkey.



SR20



SR22

1. *Percent Power Indicator*
2. *Tachometer*
3. *Manifold Pressure*
4. *Fuel Calculation Group*
5. *Electrical Group*
6. *Miscellaneous*
   'Anti-Ice Gal' and 'Oxy PSI' are optional on the SR22 models

ABNORMAL COM OPERATION

When a COM tuning failure is detected by the system, the emergency frequency (121.500 MHz) is automatically loaded into the active frequency field of the COM radio for which the tuning failure was detected.

HAZARD DISPLAYS WITH LOSS OF GPS POSITION

If GPS position is lost, or becomes invalid, selected hazards being displayed on the Navigation Map Page are removed until GPS position is again established.

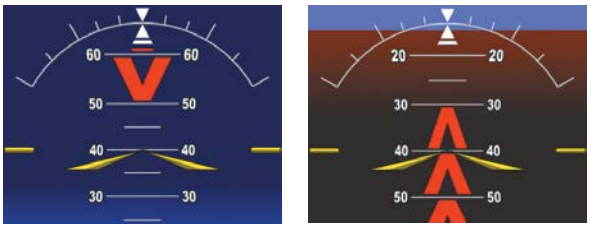
Loss of Hazard Functions with Loss of GPS Position

UNUSUAL ATTITUDES

The PFD 'declutters' when the aircraft enters an unusual attitude. Only the primary functions are displayed in these situations.

The following information is removed from the PFD (and corresponding softkeys are disabled) when the aircraft experiences unusual attitudes:

- Traffic Annunciations
- AFCS Annunciations
- Flight Director Command Bars
- Inset Map
- Temperatures
- DME Information Window
- Wind Data
- Selected Heading Box
- Selected Course Box
- Transponder Status Box
- System Time
- PFD Setup Menu
- Windows displayed in the lower right corner of the PFD:
  - Timer/References
  - Nearest Airports
  - Flight Plan
  - Messages
  - Procedures
- Barometric Minimum Descent Altitude Box
- Glideslope, Glidepath, and Vertical Deviation Indicators
- Altimeter Barometric Setting
- Selected Altitude
- VNV Target Altitude



Extreme Pitch Indication

DEAD RECKONING

While in Enroute or Oceanic phase of flight, if the Perspective™ system detects an invalid GPS solution or is unable to calculate a GPS position, the system automatically reverts to Dead Reckoning (DR) Mode. In DR Mode, the system uses its last-known position combined with continuously updated airspeed and heading data (when available) to calculate and display the aircraft's current estimated position.

NOTE: *Dead Reckoning Mode only functions in Enroute (ENR) or Oceanic (OCN) phase of flight. In all other phases, an invalid GPS solution produces a "NO GPS POSITION" annunciation on the map and the system stops navigating in GPS Mode.*

DR Mode is indicated by the appearance of the letters 'DR' superimposed in yellow over the 'own aircraft' symbol as shown in the following figure. In addition, 'DR' is prominently displayed, also in yellow, on the HSI slightly above and to the right of the aircraft symbol on the CDI as shown in the following figure. Also, the CDI deviation bar is displayed in yellow. Lastly, but at the same time, a 'GPS NAV LOST' alert message appears on the PFD.

Normal navigation using GPS/SBAS source data resumes automatically once a valid GPS solution is restored.

It is important to note that estimated navigation data supplied by the system in DR Mode may become increasingly unreliable and must not be used as a sole means of navigation. If, while in DR Mode, airspeed and/or heading data is also lost or not available, the DR function may not be capable of estimating your position and, consequently, the system may display a path that is different than the actual movement of the aircraft. Estimated position information displayed by the system through DR while there is no heading and/or airspeed data available should not be used for navigation.

DR Mode is inherently less accurate than the standard GPS/SBAS Mode due to the lack of satellite measurements needed to determine a position. Changes in wind speed and/or wind direction compounds the relative inaccuracy of DR Mode. Because of this degraded accuracy, the crew must maintain position awareness using other navigation equipment until GPS-derived position data is restored.

CDI 'DR' Indication on PFD

Symbolic Aircraft
(Map pages and Inset Map)

Dead Reckoning Indications

As a result of operating in DR Mode, all GPS-derived data is computed based upon an estimated position and is displayed as yellow text on the display to denote degraded navigation source information. This data includes the following:

- Navigation Status Box fields except Active Leg, TAS, and DTK
- Course Deviation Indicator
- GPS Bearing Pointer
- Wind data and pointers in the Wind Data Box on the PFD
- Track Indicator
- All Bearing Pointer Distances
- Active Flight Plan distances, bearings, and ETE values

Also, while the system is in DR Mode, the autopilot will not couple to GPS, and Terrain Proximity, TERRAIN-SVS, and TAWS are disabled. Additionally, the accuracy of all nearest information (airports, airspaces, and waypoints) is questionable. Finally, airspace alerts continue to function, but with degraded accuracy.

Blank Page

ANNUNCIATIONS & ALERTS

PERSPECTIVE™ SYSTEM ANNUNCIATIONS

When an LRU or an LRU function fails, a large red "X" is typically displayed on windows associated with the failed data. Refer to the AFM for additional information regarding pilot responses to these annunciations

System Annunciation	Comment
	Attitude and Heading Reference System is aligning.
	Display system is not receiving attitude information from the AHRS.
	GPS information is either not present or is invalid for navigation use. Note that AHRS utilizes GPS inputs during normal operation. AHRS operation may be degraded if GPS signals are not present (see AFM).
	Display system is not receiving valid heading input from AHRS.
	Display system is not receiving valid transponder information.

PERSPECTIVE™ SYSTEM ANNUNCIATIONS (CONT.)

System Annunciation	Comment
	Display system is not receiving airspeed input from air data computer.
	Display system is not receiving altitude input from the air data computer.
	Display system is not receiving vertical speed input from the air data computer.
Other Various Red X Indications	A red 'X' through any other display field (such as engine instrumentation display) indicates that the field is not receiving valid data.

WARNING ALERTS

Annunciation Window Text	Alerts Window Text	Audio Alert
ANTI ICE CTL	Tank valves cannot be controlled (closed) (TKS).	Repeating Double Chime
ANTI ICE FLOW	Flow rate is low (TKS).	Repeating Double Chime
ANTI ICE QTY	Left and right fluid quantities are unknown (TKS)	Repeating Double Chime
ANTI ICE QTY	Fluid quantity is low (TKS).	Repeating Double Chime
AOA OVERHEAT	AOA probe is overheated.	Repeating Double Chime
AUTO DESCENT [2]	Automatic descent to 14,000FT in 60 seconds	Repeating Double Chime
AUTO DESCENT [2]	Aircraft descending to 14,000FT	Repeating Double Chime
AUTO DESCENT [2]	Aircraft descending to 12,500FT	Repeating Double Chime
AUTO DESCENT [2]	Aircraft descended due to pilot incapacitation	Repeating Double Chime
BRAKE TEMP	Brake temperature is high.	Repeating Double Chime
CHT	Cylinder head temperature is high.	Repeating Double Chime
CO LVL HIGH	Carbon monoxide level is too high.	Repeating Double Chime
DUCT OVERHEAT [3]	Cabin heat duct temperature is high	Repeating Double Chime
ESS BUS	Check essential power bus voltage.	Repeating Double Chime[1]
FUEL FLOW*	Check fuel flow.	None
FUEL IMBALANCE	Fuel quantity imbalance has been detected	Repeating Double Chime
FUEL QTY	Check fuel tank levels.	Repeating Double Chime
M BUS 1	Check main power bus 1 voltage.	Repeating Double Chime
M BUS 2	Check main power bus 2 voltage.	Repeating Double Chime
MAN PRESSURE*	Check manifold pressure.	Repeating Double Chime (after 30 seconds)
OIL PRESSURE	Oil pressure is out of range.	Repeating Double Chime[1]
OIL TEMP	Oil temperature is high.	Repeating Double Chime

Annunciation Window Text	Alerts Window Text	Audio Alert
OXYGEN FAULT✧	Oxygen system fault.	Repeating Double Chime
OXYGEN QTY✧	Oxygen quantity is low.	Repeating Double Chime
RPM	Check engine RPM.	Repeating Double Chime
STALL	Stall warning.	Tone
START ENGAGED	Starter is engaged.	Repeating Double Chime
TIT*	TIT temperature is high.	Repeating Double Chime
UNDERSPEED PROTECT ACTIVE [2]	None	Repeating Double Chime

✧ Optional / * Not applicable to all models / ☁ TKS NH (optional) / ☂ TKS FIKI (optional) /
[1] In air only / [2] GFC 700 only / [3] SR22T only

CAUTION ALERTS

Annunciation Window Text	Alerts Window Text	Audio Alert
ALT 1	Check alternator 1 current.	Double Chime[1]
ALT 2	Check alternator 2 current.	Double Chime[1]
ALT AIR OPEN*	Alternate air door is open.	Double Chime
ANTI ICE HEAT☂	Stall warning/AoA heater has failed.	Double Chime
ANTI ICE LEVEL☂	Left tank fluid quantity is unreliable (TKS).	Double Chime
ANTI ICE LEVEL☂	Right tank fluid quantity is unreliable (TKS).	Double Chime
ANTI ICE PRESS☂	Tail pressure is low (TKS).	Double Chime
ANTI ICE PRESS☂	Pressure is high (TKS).	Double Chime
ANTI ICE QTY☂	Fluid quantity imbalance has been detected (TKS)	Double Chime
ANTI ICE QTY☁☂	Fluid quantity is low (TKS)	Double Chime
ANTI ICE SPEED☂	Airspeed is too low for ice protection (TKS).	Double Chime[1]
ANTI ICE SPEED☂	Airspeed is too high for ice protection (TKS).	Double Chime[1]
AP MISCOMPARE✧	Autopilot miscompare, autopilot is not available.	Double Chime
AP/PFD DIF ADC✧	Autopilot and PFD are using different ADCs.	Double Chime

Annunciation Window Text	Alerts Window Text	Audio Alert
AP/PFD DIF AHRS✧	Autopilot and PFD are using different AHRSs.	Double Chime
AVIONICS OFF	Avionics master switch is off.	Double Chime
BATT 1	Check battery 1 current.	Double Chime[1]
BRAKE TEMP	Brake temperature is high.	Double Chime
CHT	Cylinder head temperature is high.	Double Chime
FLAP OVERSPEED	Flaps are extended beyond airspeed limitations.	Double Chime
FUEL FILTER	Fuel filter in bypass	Double Chime
FUEL IMBALANCE	Fuel quantity imbalance has been detected	None
FUEL QTY	Check fuel tank levels.	Double Chime
HYPOXIA ALERT [2]	Hypoxia caution alert.	Double Chime
M BUS 1	Check main power bus 1.	Double Chime[1]
M BUS 2	Check main power bus 2.	Double Chime[1]
MAN PRESSURE*	Check manifold pressure.	None
NO ADC MODES✧	Autopilot air data modes are not available.	Double Chime
NO VERT MODES✧	Autopilot vertical modes are not available.	Double Chime
OIL PRESSURE	Oil pressure is out of range.	Double Chime[1]
OIL TEMP	Oil temperature is high.	Double Chime
OXYGEN QTY✧	Oxygen quantity is low.	Double Chime
OXYGEN RQD✧	Oxygen is required.	Double Chime
PARK BRAKE	Parking break is set.	None
PITOT HEAT FAIL	Pitot heat failure.	Double Chime
PITOT HEAT REQD	Pitot heat is required.	Double Chime[1]
START ENGAGED	Starter is engaged.	Double Chime

✧ Optional / * Not applicable to all models / ☂ TKS NH (optional) / ☂ TKS FIKI (optional) / [1] In air only / [2] GFC 700 only

ADVISORY ANNUNCIATIONS

Annunciation Window Text	Alerts Window Text	Audio Alert
ALTITUDE SEL✧	Climbing away from selected altitude.	None
ALTITUDE SEL✧	Descending away from selected altitude.	
AOA FAIL☂	Dynamic stall speed band is not available.	
ARE YOU ALERT? [2]	Are you alert?	
COURSE SELECT✧	Current track will not intercept selected course.	
FUEL IMBALANCE	Fuel quantity imbalance has been detected	
HIGH MP FF*	Avoid fuel flow 18 to 30 GPH and MP above 26".	
L FUEL QTY	Check left fuel tank level.	
OXYGEN LEFT ON✧	Oxygen system is left on after shutdown.	Double Chime
OXYGEN QTY✧	Oxygen quantity is low.	None
PUMP BACKUP☂	Anti-ice backup pump mode has been selected (TKS).	
R FUEL QTY	Check right fuel tank level.	

✧ Optional / * Not applicable to all models / ☂ TKS FIKI (optional) / [2] GFC 700 only

COMPARATOR ANNUNCIATIONS

Comparator Window Text	Condition
ALT MISCOMP	Difference in altitude sensors is ≥ 200 ft.
IAS MISCOMP	If both airspeed sensors detect < 35 knots, this is inhibited.
	If either airspeed sensor detects ≥ 35 knots, and the difference in sensors is > 10 kts.
	If either airspeed sensor detects ≥ 80 knots, and the difference in sensors is > 7 kts.
HDG MISCOMP	Difference in heading sensors is > 6 degrees.
PIT MISCOMP	Difference in pitch sensors is > 5 degrees.
ROL MISCOMP	Difference in roll sensors is > 6 degrees.

Comparator Window Text	Condition
ALT NO COMP	No data from one or both altitude sensors.
IAS NO COMP	No data from one or both airspeed sensors.
HDG NO COMP	No data from one or both heading sensors.
PIT NO COMP	No data from one or both pitch sensors.
ROL NO COMP	No data from one or both roll sensors..

Dual AHRS and/or dual Air Data Computer installations only

REVERSIONARY SENSOR ANNUNCIATIONS

Reversionary Sensor Window Text	Condition
USING ADC2	The PFD is displaying data from the #2 Air Data Computer (dual ADCs only)
USING AHRS2	The PFD is displaying data from the #2 AHRS (dual AHRS only).

Dual AHRS and/or dual Air Data Computer installations only

MESSAGE ADVISORY ALERTS

Alerts Window Message	Audio Alert
ANTI ICE QTY ☂ ☔ – Fluid quantity is low (TKS)	None
ESP CONFIG† – ESP config error. Config service req'd.	
ESP FAIL† – ESP is inoperative.	
ESP OFF† – ESP selected off.	
ESP DEGRADE† – ESP IAS mode is inoperative.	
EXIT ICING ☂ ✧ – Exit icing conditions	
FAILED PATH ✧ – An autopilot servo data path has failed	
MFD FAN FAIL – MFD cooling fan is inoperative.	
PFD FAN FAIL – PFD cooling fan is inoperative.	
✧ Optional/ ☂ TKS NH (*optional*)/ ☔ TKS FIKI (*optional*)/ † GFC 700 required	

GFC 700 AFCS ALERTS

Condition	Annunciation	Description
Pitch Failure		Pitch axis control failure.
Roll Failure		Roll axis control failure.
Pitch Trim Axis Control Failure		If annunciated when AP is engaged, a failure has occurred in the pitch trim system.
Yaw Damper Failure		YD control failure (SR22 only).
System Failure		AP and MET are unavailable. FD may still be available.
Automatic Descent Mode		Displayed when the AFCS enters Automatic Descent Mode as a result of the Hypoxia Recognition System detecting pilot incapacitation. When this mode is active, a continuous repeating chime is heard.
Elevator Mistrim Up		A condition has developed causing the pitch servo to provide a sustained force in the nose up direction.
Elevator Mistrim Down		A condition has developed causing the pitch servo to provide a sustained force in the nose down direction.
Aileron Mistrim Left		A condition has developed causing the roll servo to provide a sustained left force.
Aileron Mistrim Right		A condition has developed causing the roll servo to provide a sustained right force.
Rudder Mistrim Left		A condition has developed causing the yaw servo to provide a sustained force (SR22 only).
Rudder Mistrim Right		A condition has developed causing the yaw servo to provide a sustained force (SR22 only).
Preflight Test		Performing preflight system test.
		Preflight system test has failed.

GFC 700 SPEED CONDITION/STALL ALERT

Condition	Annunciation	Description
Overspeed	MAXSPD	Flashing annunciation indicating aircraft overspeed condition. The flight director commands pitch up and, if engaged, the autopilot will follow the pitch up command. Engine power should be reduced and/or the pitch reference adjusted to slow the aircraft. The annunciation disappears when the condition is resolved.
Underspeed/Stall	MINSPD	Flashing annunciation indicating aircraft underspeed or imminent stall condition. An underspeed condition initiates flight director commands for pitch down and, if engaged, the autopilot will follow the pitch down command. Engine power should be increased and/or the pitch reference adjusted to increase airspeed. A stall condition causes the flight director to capture the Stall Warning Reference Airspeed (i.e., the speed at which Stall Warning Mode was entered) and commands a pitch attitude to follow the reference speed. The Stall Warning Reference Airspeed is increased at a rate of one kt/sec. The annunciation disappears when the condition is resolved.

TERRAIN-SVS ALERTS

Alert Type	PFD/MFD TERRAIN-SVS Page Annunciation	MFD Pop-Up Alert	Voice Message
Reduced Required Terrain Clearance Warning (RTC)	TERRAIN	WARNING - TERRAIN	"Warning; Terrain, Terrain"
Imminent Terrain Impact Warning (ITI)	TERRAIN	WARNING - TERRAIN	"Warning; Terrain, Terrain"
Reduced Required Obstacle Clearance Warning (ROC)	TERRAIN	WARNING - OBSTACLE	"Warning; Obstacle, Obstacle"
Imminent Obstacle Impact Warning (IOI)	TERRAIN	WARNING - OBSTACLE	"Warning; Obstacle, Obstacle"

Alert Type	PFD/MFD TERRAIN-SVS Page Annunciation	MFD Pop-Up Alert	Voice Message
Reduced Required Terrain Clearance Caution (RTC)	TERRAIN	CAUTION – TERRAIN	"Caution; Terrain, Terrain"
Imminent Terrain Impact Caution (ITI)	TERRAIN	CAUTION – TERRAIN	"Caution; Terrain, Terrain"
Reduced Required Obstacle Clearance Caution (ROC)	TERRAIN	CAUTION – OBSTACLE	"Caution; Obstacle, Obstacle"
Imminent Obstacle Impact Caution (IOI)	TERRAIN	CAUTION – OBSTACLE	"Caution; Obstacle, Obstacle"

TERRAIN-SVS SYSTEM STATUS ANNUNCIATIONS

Alert Type	PFD/MFD Alert Annunciation	TERRAIN-SVS Page Annunciation	Voice Message
System Test in Progress	TER TEST	TERRAIN TEST	None
System Test Pass	None	None	"Terrain System Test OK"
Terrain Alerting is disabled	TER INH	None	None
MFD Terrain or Obstacle database unavailable or invalid. Terrain-SVS operating with PFD Terrain or Obstacle databases	None	TERRAIN DATABASE FAILURE	None
Terrain System Test Fail	TER FAIL	TERRAIN FAIL	"Terrain System Failure"
Terrain or Obstacle database unavailable or invalid, invalid software configuration, system audio fault	TER FAIL	TERRAIN FAIL	"Terrain System Failure"

Alert Type	PFD/MFD Alert Annunciation	TERRAIN-SVS Page Annunciation	Voice Message
No GPS position	TER N/A	NO GPS POSITION	"Terrain System Not Available"
Excessively degraded GPS signal, Out of database coverage area	TER N/A	None	"Terrain System Not Available"
Sufficient GPS signal received after loss	None	None	"Terrain System Available"

TAWS-B ALERTS

Alert Type	PFD/MFD TAWS-B Page Annunciation	MFD Pop-Up Alert	Voice Message
Excessive Descent Rate Warning (EDR)	PULL UP	PULL-UP	"Pull Up"
Reduced Required Terrain Clearance Warning (RTC)	PULL UP	TERRAIN - PULL-UP or TERRAIN AHEAD - PULL-UP	"Terrain, Terrain; Pull Up, Pull Up" or "Terrain Ahead, Pull Up; Terrain Ahead, Pull Up"
Imminent Terrain Impact Warning (ITI)	PULL UP	TERRAIN AHEAD - PULL-UP or TERRAIN - PULL-UP	Terrain Ahead, Pull Up; Terrain Ahead, Pull Up" or "Terrain, Terrain; Pull Up, Pull Up"
Reduced Required Obstacle Clearance Warning (ROC)	PULL UP	OBSTACLE - PULL-UP or OBSTACLE AHEAD - PULL-UP	"Obstacle, Obstacle; Pull Up, Pull Up" or "Obstacle Ahead, Pull Up; Obstacle Ahead, Pull Up"
Imminent Obstacle Impact Warning (IOI)	PULL UP	OBSTACLE AHEAD - PULL-UP or OBSTACLE - PULL-UP	"Obstacle Ahead, Pull Up; Obstacle Ahead, Pull Up" or "Obstacle, Obstacle; Pull Up, Pull Up"

Alert Type	PFD/MFD TAWS-B Page Annunciation	MFD Pop-Up Alert	Voice Message
Reduced Required Terrain Clearance Caution (RTC)	TERRAIN	CAUTION - TERRAIN or TERRAIN AHEAD	"Caution, Terrain; Caution, Terrain" or "Terrain Ahead; Terrain Ahead"
Imminent Terrain Impact Caution (ITI)	TERRAIN	TERRAIN AHEAD or CAUTION - TERRAIN	"Terrain Ahead; Terrain Ahead" or "Caution, Terrain; Caution, Terrain"
Reduced Required Obstacle Clearance Caution (ROC)	TERRAIN	CAUTION - OBSTACLE or OBSTACLE AHEAD	"Caution, Obstacle; Caution, Obstacle" or "Obstacle Ahead; Obstacle Ahead"
Imminent Obstacle Impact Caution (IOI)	TERRAIN	OBSTACLE AHEAD or CAUTION - OBSTACLE	"Obstacle Ahead; Obstacle Ahead" or "Caution, Obstacle; Caution, Obstacle"
Premature Descent Alert Caution (PDA)	TERRAIN	TOO LOW - TERRAIN	"Too Low, Terrain"
Altitude Callout "500"	None	None	"Five-Hundred"
Excessive Descent Rate Caution (EDR)	TERRAIN	SINK RATE	"Sink Rate"
Negative Climb Rate Caution (NCR)	TERRAIN	DON'T SINK or TOO LOW - TERRAIN	"Don't Sink" or "Too Low, Terrain"

TAWS-B SYSTEM STATUS ANNUNCIATIONS

Alert Type	PFD/MFD Alert Annunciation	TAWS-B Page Annunciation	Voice Message
System Test in Progress	TAWS TEST	TAWS TEST	None
System Test Pass	None	None	"TAWS System Test OK"
TAWS Alerting is disabled	TAWS INH	None	None
MFD Terrain or Obstacle database unavailable or invalid. TAWS operating with PFD Terrain or Obstacle databases	None	TERRAIN DATABASE FAILURE	None
TAWS-B System Test Fail	TAWS FAIL	TAWS FAIL	"TAWS System Failure"
Terrain or Obstacle database unavailable or invalid, invalid software configuration, system audio fault	TAWS FAIL	TAWS FAIL	"TAWS System Failure"
No GPS position	TAWS N/A	NO GPS POSITION	"TAWS Not Available"
Excessively degraded GPS signal, Out of database coverage area	TAWS N/A	None	"TAWS Not Available"
Sufficient GPS signal received after loss	None	None	"TAWS Available"

VOICE ALERTS

Voice Alert	Description
"Airspeed"	Low airspeed when the autopilot is engaged (GFC 700 AFCS only).
"Minimums, minimums"	The aircraft has descended below the preset minimum descent altitude or decision altitude.
"Traffic, Traffic"	Played when a Traffic Advisory (TA) is issued (optional).
"Traffic Advisory System Test Passed"	Played when the Skywatch TAS system passes a pilot-initiated self test (optional).

Voice Alert	Description
"Traffic Advisory System Test Failed"	Played when the Skywatch TAS system fails a pilot-initiated self test (optional).
"Vertical track"	The aircraft is one minute from Top of Descent. Issued only when vertical navigation is enabled.
"One o'clock" through "Twelve o'clock" or "No Bearing"	Played to indicate bearing of traffic from own aircraft (GTS 800 only).
"High", "Low", "Same Altitude" (if within 200 feet of own altitude), or "Altitude not available"	Played to indicate altitude of traffic relative to own aircraft (GTS 800 only).
"Less than one mile", "One Mile" through "Ten Miles", or "More than ten miles"	Played to indicate distance of traffic from own aircraft (GTS 800 only).

CO GUARDIAN MESSAGES

Alerts Window Message	Comments
CO DET SRVC – The carbon monoxide detector needs service.	There is a problem within the CO Guardian that requires service.
CO DET FAIL – The carbon monoxide detector is inoperative.	Loss of communication between the Perspective™ system and the CO Guardian.

MFD & PFD MESSAGE ADVISORIES

Message	Comments
DATA LOST – Pilot stored data was lost. Recheck settings.	The pilot profile data was lost. System reverts to default pilot profile and settings. The pilot may reconfigure the MFD & PFD with preferred settings, if desired.
XTALK ERROR – A flight display crosstalk error has occurred.	The MFD and PFD are not communicating with each other. The Perspective™ system should be serviced.
PFD1 SERVICE – PFD1 needs service. Return unit for repair.	The PFD and/or MFD self-test has detected a problem. The Perspective™ system should be serviced.
MFD1 SERVICE – MFD1 needs service. Return unit for repair.	
MANIFEST – PFD1 software mismatch, communication halted.	The PFD and/or MFD has incorrect software installed. The Perspective™ system should be serviced.
MANIFEST – MFD1 software mismatch, communication halted.	
PFD1 CONFIG – PFD1 config error. Config service req'd.	The PFD configuration settings do not match backup configuration memory. The Perspective™ system should be serviced.
MFD1 CONFIG – MFD1 config error. Config service req'd.	The MFD configuration settings do not match backup configuration memory. The Perspective™ system should be serviced.
SW MISMATCH – GDU software version mismatch. Xtalk is off.	The MFD and PFD have different software versions installed. The Perspective™ system should be serviced.
PFD1 COOLING – PFD1 has poor cooling. Reducing power usage.	The PFD and/or MFD is overheating and is reducing power consumption by dimming the display. If problem persists, the Perspective™ system should be serviced.
MFD1 COOLING – MFD1 has poor cooling. Reducing power usage.	
PFD1 KEYSTK – PFD1 [key name] Key is stuck.	A key is stuck on the PFD and/or MFD bezel. Attempt to free the stuck key by pressing it several times. The Perspective™ system should be serviced if the problem persists.
MFD1 KEYSTK – MFD [key name] Key is stuck.	

MFD & PFD MESSAGE ADVISORIES (CONT.)

Message	Comments
CNFG MODULE – PFD1 configuration module is inoperative.	The PFD1 configuration module backup memory has failed. The Perspective™ system should be serviced.
PFD1 VOLTAGE – PFD1 has low voltage. Reducing power usage	The PFD1 voltage is low. The Perspective™ system should be serviced.
MFD1 VOLTAGE – MFD1 has low voltage. Reducing power usage	The MFD voltage is low. The Perspective™ system should be serviced.

DATABASE MESSAGE ADVISORIES

Message	Comments
MFD1 DB ERR – MFD1 navigation database error exists.	The MFD and/or PFD detected a failure in the navigation database. Attempt to reload the navigation database. If problem persists, the Perspective™ system should be serviced.
PFD1 DB ERR – PFD1 navigation database error exists.	
MFD1 DB ERR – MFD1 basemap database error exists.	The MFD and/or PFD detected a failure in the basemap database.
PFD1 DB ERR – PFD1 basemap database error exists.	
MFD1 DB ERR – MFD1 terrain database error exists.	The MFD and/or PFD detected a failure in the terrain database. Ensure that the terrain card is properly inserted in display. Replace terrain card. If problem persists, The Perspective™ system should be serviced.
PFD1 DB ERR – PFD1 terrain database error exists.	
MFD1 DB ERR – MFD1 terrain database missing.	The terrain database is present on another LRU, but is missing on the specified LRU.
PFD1 DB ERR – PFD1 terrain database missing.	
MFD1 DB ERR – MFD1 obstacle database error exists.	The MFD and/or PFD detected a failure in the obstacle database. Ensure that the data card is properly inserted. Replace data card. If problem persists, The Perspective™ system should be serviced.
PFD1 DB ERR – PFD1 obstacle database error exists.	

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
MFD1 DB ERR – MFD1 obstacle database missing.	The obstacle database is present on another LRU, but is missing on the specified LRU.
PFD1 DB ERR – PFD1 obstacle database missing.	
MFD1 DB ERR – MFD1 airport terrain database error exists.	The MFD and/or PFD detected a failure in the airport terrain database. Ensure that the data card is properly inserted. Replace data card. If problem persists, The Perspective™ system should be serviced.
PFD1 DB ERR – PFD1 airport terrain database error exists.	
MFD1 DB ERR – MFD1 airport terrain database missing.	The airport terrain database is present on another LRU, but is missing on the specified LRU.
PFD1 DB ERR – PFD1 airport terrain database missing.	
MFD1 DB ERR – MFD1 Safe Taxi database error exists.	The MFD and/or PFD detected a failure in the Safe Taxi database. Ensure that the data card is properly inserted. Replace data card. If problem persists, The Perspective™ system should be serviced.
PFD1 DB ERR – PFD1 Safe Taxi database error exists.	
MFD1 DB ERR – MFD1 ChartView database error exists.	The MFD and/or PFD detected a failure in the ChartView database (optional feature). Ensure that the data card is properly inserted. Replace data card. If problem persists, The Perspective™ system should be serviced.
MFD1 DB ERR – MFD1 FliteCharts database error exists.	The MFD and/or PFD detected a failure in the FliteCharts database (optional feature). Ensure that the data card is properly inserted. Replace data card. If problem persists, The Perspective™ system should be serviced.
MFD1 DB ERR – MFD1 Airport Directory database error exists.	The MFD detected a failure in the Airport Directory database. Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be serviced.

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
MFD1 DB ERR – MFD1 multiple database errors exist.	The MFD and/or PFD detected a failure in more than one database. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 multiple database errors exist.	
DB MISMATCH – Navigation database mismatch. Xtalk is off.	The PFD and MFD have different navigation database versions or regions installed. Crossfill is off. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
DB MISMATCH – Standby Navigation database mismatch.	The PFD and MFD have different standby navigation database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
DB MISMATCH – Terrain database mismatch.	The PFD and MFD have different terrain database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
DB MISMATCH – Obstacle database mismatch.	The PFD and MFD have different obstacle database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
DB MISMATCH – Airport Terrain database mismatch.	The PFD and MFD have different airport terrain database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
NAV DB UPDATED – Active navigation database updated.	System has updated the active navigation database from the standby navigation database.
TERRAIN DSP – [PFD1 or MFD1] Terrain awareness display unavailable.	One of the terrain, airport terrain, or obstacle databases required for TAWS in the PFD or MFD is missing or invalid.

GMA 347 & GMA 350 MESSAGE ADVISORIES

Message	Comments
GMA1 FAIL – GMA1 is inoperative.	The audio panel self-test has detected a failure. The audio panel is unavailable. The Perspective™ system should be serviced.
GMA1 CONFIG – GMA1 config error. Config service req'd.	The audio panel configuration settings do not match backup configuration memory. The Perspective™ system should be serviced.
MANIFEST – GMA1 software mismatch, communication halted.	The audio panel has incorrect software installed. The Perspective™ system should be serviced.
GMA1 SERVICE – GMA1 needs service. Return unit for repair.	The audio panel self-test has detected a problem. Certain audio functions may still be available, and the audio panel may still be usable. The Perspective™ system should be serviced when possible.

GIA 63W MESSAGE ADVISORIES

Message	Comments
GIA1 CONFIG – GIA1 config error. Config service req'd.	The GIA1 and/or GIA2 configuration settings do not match backup configuration memory. The Perspective™ system should be serviced.
GIA2 CONFIG – GIA2 config error. Config service req'd.	
GIA1 CONFIG – GIA1 audio config error. Config service req'd.	The GIA1 and/or GIA2 have an error in the audio configuration. The Perspective™ system should be serviced.
GIA2 CONFIG – GIA2 audio config error. Config service req'd.	
GIA1 COOLING – GIA1 temperature too low.	The GIA1 and/or GIA2 temperature is too low to operate correctly. Allow units to warm up to operating temperature.
GIA2 COOLING – GIA2 temperature too low.	
GIA1 COOLING – GIA1 over temperature.	The GIA1 and/or GIA2 temperature is too high. If problem persists, the Perspective™ system should be serviced.
GIA2 COOLING – GIA2 over temperature.	
GIA1 SERVICE – GIA1 needs service. Return the unit for repair.	The GIA1 and/or GIA2 self-test has detected a problem in the unit. The Perspective™ system should be serviced.
GIA2 SERVICE – GIA2 needs service. Return the unit for repair.	
HW MISMATCH – GIA hardware mismatch. GIA1 communication halted.	A GIA mismatch has been detected, where only one is SBAS capable.
HW MISMATCH – GIA hardware mismatch. GIA2 communication halted.	
MANIFEST – GIA1 software mismatch, communication halted.	The GIA1 and/or GIA 2 has incorrect software installed. The Perspective™ system should be serviced.
MANIFEST – GIA2 software mismatch, communication halted.	

GIA 63W MESSAGE ADVISORIES (CONT.)

Message	Comments
MANIFEST – GFC software mismatch, communication halted.	Incorrect servo software is installed, or gain settings are incorrect.
MANIFEST– COM1 software mismatch, communication halted..	COM1 and/or COM2 software mismatch. The Perspective™ system should be serviced.
MANIFEST– COM2 software mismatch, communication halted.	
MANIFEST– NAV1 software mismatch, communication halted.	NAV1 and/or NAV2 software mismatch. The Perspective™ system should be serviced.
MANIFEST– NAV2 software mismatch, communication halted.	
COM1 CONFIG – COM1 config error. Config service req'd.	COM1 and/or COM2 configuration settings do not match backup configuration memory. The Perspective™ system should be serviced.
COM2 CONFIG– COM2 config error. Config service req'd.	
COM1 TEMP – COM1 over temp. Reducing transmitter power.	The system has detected an over temperature condition in COM1 and/or COM2. The transmitter is operating at reduced power. If the problem persists, the Perspective™ system should be serviced.
COM2 TEMP – COM2 over temp. Reducing transmitter power.	
COM1 SERVICE – COM1 needs service. Return unit for repair.	The system has detected a failure in COM1 and/or COM2. COM1 and/or COM2 may still be usable. The Perspective™ system should be serviced when possible.
COM2 SERVICE – COM2 needs service. Return unit for repair.	
COM1 PTT – COM1 push-to-talk key is stuck.	The COM1 and/or COM2 external push-to-talk switch is stuck in the enable (or "pressed") position. Press the PTT switch again to cycle its operation. If the problem persists, the Perspective™ system should be serviced.
COM2 PTT – COM2 push-to-talk key is stuck.	

GIA 63W MESSAGE ADVISORIES (CONT.)

Message	Comments
COM1 RMT XFR – COM1 remote transfer key is stuck.	The COM1 and/or COM2 transfer switch is stuck in the enabled (or "pressed") position. Press the transfer switch again to cycle its operation. If the problem persists, the Perspective™ system should be serviced.
COM2 RMT XFR – COM2 remote transfer key is stuck.	
LOI – GPS integrity lost. Crosscheck with other NAVS.	GPS integrity is insufficient for the current phase of flight.
GPS NAV LOST – Loss of GPS navigation. Insufficient satellites.	Loss of GPS navigation due to insufficient satellites.
GPS NAV LOST – Loss of GPS navigation. Position error.	Loss of GPS navigation due to position error.
GPS NAV LOST – Loss of GPS navigation. GPS fail.	Loss of GPS navigation due to GPS failure.
ABORT APR – Loss of GPS navigation. Abort approach.	Abort approach due to loss of GPS navigation.
APR DWNGRADE – Approach downgraded.	Vertical guidance generated by SBAS is unavailable, use LNAV only minimums.
TRUE APR – True north approach. Change HDG reference to TRUE.	Displayed after passing the first waypoint of a true north approach when the nav angle is set to 'AUTO'.
GPS1 SERVICE – GPS1 needs service. Return unit for repair.	A failure has been detected in the GPS1 and/or GPS2 receiver. The receiver may still be available. The Perspective™ system should be serviced.
GPS2 SERVICE – GPS2 needs service. Return unit for repair.	
NAV1 SERVICE – NAV1 needs service. Return unit for repair.	A failure has been detected in the NAV1 and/or NAV2 receiver. The receiver may still be available. The Perspective™ system should be serviced.
NAV2 SERVICE – NAV2 needs service. Return unit for repair.	
NAV1 RMT XFR – NAV1 remote transfer key is stuck.	The remote NAV1 and/or NAV2 transfer switch is stuck in the enabled (or "pressed") state. Press the transfer switch again to cycle its operation. If the problem persists, the Perspective™ system should be serviced.
NAV2 RMT XFR – NAV2 remote transfer key is stuck.	

GIA 63W MESSAGE ADVISORIES (CONT.)

Message	Comments
G/S1 FAIL – G/S1 is inoperative.	A failure has been detected in glideslope receiver 1 and/or receiver 2. The Perspective™ system should be serviced.
G/S2 FAIL – G/S2 is inoperative.	
G/S1 SERVICE – G/S1 needs service. Return unit for repair.	A failure has been detected in glideslope receiver 1 and/or receiver 2. The receiver may still be available. The Perspective™ system should be serviced when possible.
G/S2 SERVICE – G/S2 needs service. Return unit for repair.	

GEA 71 MESSAGE ADVISORIES

Message	Comments
GEA1 CONFIG – GEA1 config error. Config service req'd.	The GEA1 configuration settings do not match those of backup configuration memory. The Perspective™ system should be serviced.
MANIFEST – GEA1 software mismatch, communication halted.	The #1 GEA 71 has incorrect software installed. The Perspective™ system should be serviced.

GTX 32 & GTX 33 MESSAGE ADVISORIES

Message	Comments
XPDR1 CONFIG – XPDR1 config error. Config service req'd.	The transponder configuration settings do not match those of backup configuration memory. The Perspective™ system should be serviced.
MANIFEST – GTX1 software mismatch, communication halted.	The transponder has incorrect software installed. The Perspective™ system should be serviced.
XPDR1 SRVC – XPDR1 needs service. Return unit for repair.	The #1 transponder should be serviced when possible.
XPDR1 FAIL – XPDR1 is inoperative.	There is no communication with the #1 transponder.

GRS 77 MESSAGE ADVISORIES

Message	Comments
AHRS1 TAS – AHRS1 not receiving valid airspeed.	The #1 AHRS is not receiving true airspeed from the air data computer. The AHRS relies on GPS information to augment the lack of airspeed. The Perspective™ system should be serviced.
AHRS2 TAS – AHRS2 not receiving valid airspeed.	The #2 AHRS is not receiving true airspeed from the air data computer. The AHRS relies on GPS information to augment the lack of airspeed. The Perspective™ system should be serviced.
AHRS1 GPS – AHRS1 using backup GPS source.	The #1 AHRS is using the backup GPS path. Primary GPS path has failed. The Perspective™ system should be serviced when possible.
AHRS2 GPS – AHRS2 using backup GPS source.	The #2 AHRS is using the backup GPS path. Primary GPS path has failed. The Perspective™ system should be serviced when possible.
AHRS1 GPS – AHRS1 not receiving any GPS information.	The #1 AHRS is not receiving any or any useful GPS information. Check AFMS limitations. The Perspective™ system should be serviced.
AHRS2 GPS – AHRS2 not receiving any GPS information.	The #2 AHRS is not receiving any or any useful GPS information. Check AFMS limitations. The Perspective™ system should be serviced.
AHRS1 GPS – AHRS1 not receiving backup GPS information.	The #1 AHRS is not receiving backup GPS information. The Perspective™ system should be serviced.
AHRS2 GPS – AHRS2 not receiving backup GPS information.	The #2 AHRS is not receiving backup GPS information. The Perspective™ system should be serviced.
AHRS1 GPS – AHRS1 operating exclusively in no-GPS mode.	The #1 AHRS is operating exclusively in no-GPS mode. The Perspective™ system should be serviced.
AHRS2 GPS – AHRS2 operating exclusively in no-GPS mode.	The #2 AHRS is operating exclusively in no-GPS mode. The Perspective™ system should be serviced.

GRS 77 MESSAGE ADVISORIES (CONT.)

Message	Comments
AHRS MAG DB – AHRS magnetic model database version mismatch.	The #1 AHRS and #2 AHRS magnetic model database versions do not match.
AHRS1 SRVC – AHRS1 Magnetic-field model needs update.	The #1 AHRS earth magnetic field model is out of date. Update magnetic field model when practical.
AHRS2 SRVC – AHRS2 Magnetic-field model needs update.	The #2 AHRS earth magnetic field model is out of date. Update magnetic field model when practical.
GEO LIMITS – AHRS1 too far North/South, no magnetic compass.	The aircraft is outside geographical limits for approved AHRS operation. Heading is flagged as invalid.
GEO LIMITS – AHRS2 too far North/South, no magnetic compass.	
MANIFEST – GRS1 software mismatch, communication halted.	The #1 AHRS has incorrect software installed. The Perspective™ system should be serviced.
MANIFEST – GRS2 software mismatch, communication halted.	The #2 AHRS has incorrect software installed. The Perspective™ system should be serviced.

GMU 44 MESSAGE ADVISORIES

Message	Comments
HDG FAULT – AHRS1 magnetometer fault has occurred.	A fault has occurred in the #1 GMU 44. Heading is flagged as invalid. The AHRS uses GPS for backup mode operation. The Perspective™ system should be serviced.
HDG FAULT – AHRS2 magnetometer fault has occurred.	A fault has occurred in the #2 GMU 44. Heading is flagged as invalid. The AHRS uses GPS for backup mode operation. The Perspective™ system should be serviced.
MANIFEST – GMU1 software mismatch, communication halted.	The GMU 44 has incorrect software installed. The Perspective™ system should be serviced.
MANIFEST – GMU2 software mismatch, communication halted.	

GDC 74A MESSAGE ADVISORIES

Message	Comments
ADC1 ALT EC – ADC1 altitude error correction is unavailable.	GDC1 or GDC2 is reporting that the altitude error correction is unavailable.
ADC2 ALT EC – ADC2 altitude error correction is unavailable.	
ADC1 AS EC – ADC1 airspeed error correction is unavailable.	GDC1 or GDC2 is reporting that the airspeed error correction is unavailable.
ADC2 AS EC – ADC2 airspeed error correction is unavailable.	
MANIFEST – GDC1 software mismatch, communication halted.	The GDC 74A has incorrect software installed. The Perspective™ system should be serviced.
MANIFEST – GDC2 software mismatch, communication halted.	
ADC1 SERVICE – ADC1 needs service. Return unit for repair	The GDC1 and/or GDC2 self-test has detected a problem in the unit. The Perspective™ system should be serviced
ADC2 SERVICE – ADC1 needs service. Return unit for repair	
MANIFEST – ADC1 needs service. Return unit for repair	The GDC1 and/or GDC2 self-test has detected a problem in the unit. The system should be serviced
MANIFEST – ADC2 needs service. Return unit for repair	

GSR 56 MESSAGE ADVISORIES

Message	Comments
GSR1 FAIL – GSR1 has failed.	A failure has been detected in the #1 GSR 56. The system should be serviced.

GDL 69/69A MESSAGE ADVISORIES

Message	Comments
GDL69 CONFIG – GDL 69 config error. Config service req'd.	GDL 69 configuration settings do not match those of backup configuration memory. The Perspective™ system should be serviced.
GDL69 FAIL – GDL 69 has failed.	A failure has been detected in the GDL 69. The receiver is unavailable. The Perspective™ system should be serviced
MANIFEST – GDL software mismatch, communication halted.	The GDL 69 has incorrect software installed. The Perspective™ system should be serviced.

GDL 59 MESSAGE ADVISORIES

Message	Comments
GDL59 CONFIG – GDL 59 config error. Config service req'd.	GDL 59 configuration settings do not match those of backup configuration memory. The system should be serviced.
GDL59 FAIL – GDL 59 has failed.	A failure has been detected in the GDL 59. The receiver is unavailable. The system should be serviced.
GDL59 SERVICE – GDL 59 needs service. Return unit for repair.	A failure has been detected in the GDL 59. The system should be serviced.
GDL59 RTR FAIL – The GDL 59 router has failed.	A failure has been detected in the GDL 59 router. The system should be serviced.
REGISTER GFDS – Data services are inoperative, register w/GFDS.	The GDL 59 is not registered with Garmin Flight Data Services, or its current registration data has failed authentication.
GDL59 MANIFEST – GDL59 software mismatch, communication halted.	The GDL 59 has incorrect software installed. The system should be serviced.

GCU 478 MESSAGE ADVISORIES

Message	Comments
GCU CNFG – GCU Config error. Config service req'd.	GCU 478 configuration settings do not match those of backup configuration memory. The Perspective™ system should be serviced.
GCU FAIL – GCU is inoperative.	A failure has been detected in the GCU 478. The GCU 478 is unavailable.
MANIFEST – GCU software mismatch, communication halted.	The GCU 478 has incorrect software installed. The Perspective™ system should be serviced.
GCU KEYSTK – GCU [key name] Key is stuck.	A key is stuck on the GCU 478 bezel. Attempt to free the stuck key by pressing it several times. The Perspective™ system should be serviced if the problem persists.

GDL 90 MESSAGE ADVISORIES

Message	Comments
GDL90 CONFIG – GDL 90 config error. Config service req'd.	GDL 90 configuration settings do not match those of backup configuration memory. The Perspective™ system should be serviced.
GDL90 FAIL – GDL 90 has failed.	A failure has been detected in the GDL 90. The receiver is unavailable. The Perspective™ system should be serviced
MANIFEST – GDL software mismatch, communication halted.	The GDL 90 has incorrect software installed. The Perspective™ system should be serviced.

GTS 800 MESSAGE ADVISORIES

Message	Comments
GTS CONFIG – GTS config error. Config service req'd.	The GTS and GDU have incompatible configurations. This alert is also set when the GTS has an invalid mode S address configured or the mode S address does not match both XPDR mode S addresses.
MANIFEST – GTS software mismatch, communication halted.	The GTS has incorrect software installed. The Perspective™ system should be serviced.

GMC 705 MESSAGE ADVISORIES

Message	Comments
GMC CONFIG – GMC Config error. Config service req'd.	Error in the configuration of the GMC 705.
GMC FAIL – GMC is inoperative.	A failure has been detected in the GMC 705. The GMC 705 is unavailable.
MANIFEST – GMC software mismatch. Communication halted.	The GMC 705 has incorrect software installed. The Perspective™ system should be serviced.
GMC KEYSTK – GMC [key name] Key is stuck.	A key is stuck on the GMC 705 bezel. Attempt to free the stuck key by pressing it several times. The Perspective™ system should be serviced if the problem persists.

MISCELLANEOUS MESSAGE ADVISORIES

Message	Comments
FPL WPT LOCK – Flight plan waypoint is locked.	Upon power-up, the Perspective™ system detects that a stored flight plan waypoint is locked. This occurs when an navigation database update eliminates an obsolete waypoint. The flight plan cannot find the specified waypoint and flags this message. This can also occur with user waypoints in a flight plan that is deleted. Remove the waypoint from the flight plan if it no longer exists in any database, Or update the waypoint name/identifier to reflect the new information.
FPL WPT MOVE – Flight plan waypoint moved.	The system has detected that a waypoint coordinate has changed due to a new navigation database update. Verify that stored flight plans contain correct waypoint locations.
TIMER EXPIRD – Timer has expired.	The system notifies the pilot that the timer has expired.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

Message	Comments
DB CHANGE – Database changed. Verify user modified procedures.	This occurs when a stored flight plan contains procedures that have been manually edited. This alert is issued only after an navigation database update. Verify that the user-modified procedures in stored flight plans are correct and up to date.
DB CHANGE – Database changed. Verify stored airways.	This occurs when a stored flight plan contains an airway that is no longer consistent with the navigation database. This alert is issued only after an navigation database update. Verify use of airways in stored flight plans and reload airways as needed.
WPT ARRIVAL – Arriving at waypoint -[xxxx]	Arriving at waypoint [xxxx], where [xxxx] is the waypoint name.
FPL TRUNC – Flight plan has been truncated.	This occurs when a newly installed navigation database eliminates an obsolete approach or arrival used by a stored flight plan. The obsolete procedure is removed from the flight plan. Update flight plan with current arrival or approach.
LOCKED FPL – Cannot navigate locked flight plan.	This occurs when the pilot attempts to activate a stored flight plan that contains locked waypoint. Remove locked waypoint from flight plan. Update flight plan with current waypoint.
MAG VAR WARN – Large magnetic variance. Verify all course angles.	The GDU's internal model cannot determine the exact magnetic variance for geographic locations near the magnetic poles. Displayed magnetic course angles may differ from the actual magnetic heading by more than 2°.
STEEP TURN – Steep turn ahead.	A steep turn is 15 seconds ahead. Prepare to turn.
INSIDE ARSPC – Inside airspace.	The aircraft is inside the airspace.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

Message	Comments
ARSPC AHEAD – Airspace ahead less than 10 minutes.	Special use airspace is ahead of aircraft. The aircraft will penetrate the airspace within 10 minutes.
ARSPC NEAR – Airspace near and ahead.	Special use airspace is near and ahead of the aircraft position.
ARSPC NEAR – Airspace near – less than 2 nm.	Special use airspace is within 2 nm of the aircraft position.
APR INACTV – Approach is not active.	The system notifies the pilot that the loaded approach is not active. Activate approach when required.
SLCT FREQ – Select appropriate frequency for approach.	The system notifies the pilot to load the approach frequency for the appropriate NAV receiver. Select the correct frequency for the approach.
SLCT NAV – Select NAV on CDI for approach.	The system notifies the pilot to set the CDI to the correct NAV receiver. Set the CDI to the correct NAV receiver.
PTK FAIL – Parallel track unavailable: bad geometry.	Bad parallel track geometry.
PTK FAIL – Parallel track unavailable: invalid leg type.	Invalid leg type for parallel offset.
PTK FAIL – Parallel track unavailable: past IAF.	IAF waypoint for parallel offset has been passed.
UNABLE V WPT – Can't reach current vertical waypoint.	The current vertical waypoint can not be reached within the maximum flight path angle and vertical speed constraints. The system automatically transitions to the next vertical waypoint.
VNV – Unavailable. Unsupported leg type in flight plan.	The lateral flight plan contains a procedure turn, vector, or other unsupported leg type prior to the active vertical waypoint. This prevents vertical guidance to the active vertical waypoint.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

Message	Comments
VNV – Unavailable. Excessive track angle error.	The current track angle error exceeds the limit, causing the vertical deviation to go invalid.
VNV – Unavailable. Excessive crosstrack error.	The current crosstrack exceeds the limit, causing vertical deviation to go invalid.
VNV – Unavailable. Parallel course selected.	A parallel course has been selected, causing the vertical deviation to go invalid.
NON WGS84 WPT – Do not use GPS for navigation to [xxxx]	The position of the selected waypoint [xxxx] is not calculated based on the WGS84 map reference datum and may be positioned in error as displayed. Do not use GPS to navigate to the selected non-WGS84 waypoint.
TRAFFIC FAIL – Traffic device has failed.	The Perspective™ is no longer receiving data from the traffic system. The traffic device should be serviced.
STRMSCP FAIL – Stormscope has failed.	Stormscope has failed. The Perspective™ system should be serviced.
FAILED PATH – A data path has failed.	A data path connected to the GDU or the GIA 63W has failed.
FAILED PATH – An autopilot servo data path has failed.	A data path connected to an autopilot servo has failed. Only available if GFC 700 is installed.
SVS – SVS DISABLED: Out of available terrain region.	Synthetic Vision is disabled because the aircraft is not within the boundaries of the installed terrain database.
SVS – SVS DISABLED: Terrain DB resolution too low.	Synthetic Vision is disabled because a terrain database of sufficient resolution (9 arc-second or better) is not currently installed.
SCHEDULER [#] – <message>.	Message criteria entered by the user.
CHECK CRS – Database course for LOC1 / [LOC ID] is [CRS]°.	Selected course for LOC1 differs from published localizer course by more than 10 degrees.
CHECK CRS – Database course for LOC2 / [LOC ID] is [CRS]°.	Selected course for LOC2 differs from published localizer course by more than 10 degrees.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

Message	Comments
[PFD1 or MFD1] CARD 1 REM – Card 1 was removed. Reinsert card.	The SD card was removed from the top card slot of the PFD or MFD. The SD card needs to be reinserted.
[PFD1 or MFD1] CARD 2 REM – Card 2 was removed. Reinsert card.	The SD card was removed from the bottom card slot of the PFD or MFD. The SD card needs to be reinserted.
[PFD1 or MFD1] CARD 1 ERR – Card 1 is invalid.	The SD card in the top card slot of the PFD or MFD contains invalid data.
[PFD1 or MFD1] CARD 2 ERR – Card 2 is invalid.	The SD card in the bottom card slot of the PFD or MFD contains invalid data.
REGISTER GFDS – Data services are inoperative, register w/GFDS.	The GSR 56 and/or GDL 59 is not registered with Garmin Flight Data Services, or its current registration data has failed authentication.

FLIGHT PLAN IMPORT/EXPORT MESSAGES

In some circumstances, some messages may appear in conjunction with others.

Flight Plan Import/Export Results	Description
'Flight plan successfully imported.'	A flight plan file stored on the SD card was successfully imported as a stored flight plan.
'File contained user waypoints only. User waypoints imported successfully. No stored flight plan data was modified.'	The file stored on the SD card did not contain a flight plan, only user waypoints. These waypoints have been saved to the system user waypoints. No flight plans stored in the system have been modified.
'No flight plan files found to import.'	The SD card contains no flight plan data.
'Flight plan import failed.'	Flight plan data was not successfully imported from the SD card.
'Flight plan partially imported.'	Some flight plan waypoints were successfully imported from the SD card, however others had errors and were not imported. A partial stored flight plan now exists in the system.

Flight Plan Import/Export Results	Description
'File contained user waypoints only.'	The file stored on the SD card did not contain a flight plan, only user waypoints. One or more of these waypoints did not import successfully.
'Too many points. Flight plan truncated.'	The flight plan on the SD card contains more waypoints than the system can support. The flight plan was imported with as many waypoints as possible.
'Some waypoints not loaded. Waypoints locked.'	The flight plan on the SD card contains one or more waypoints that the system cannot find in the navigation database. The flight plan has been imported, but must be edited within the system before it can be activated for use.
'User waypoint database full. Not all loaded.'	The flight plan file on the SD card contains user waypoints. The quantity of stored user waypoints has exceeded system capacity, therefore not all the user waypoints on the SD card have been imported. Any flight plan user waypoints that were not imported are locked in the flight plan. The flight plan must be edited within the system before it can be activated for use.
'One or more user waypoints renamed.'	One or more imported user waypoints were renamed when imported due to naming conflicts with waypoints already existing in the system.
'Flight plan successfully exported.'	The stored flight plan was successfully exported to the SD card.
'Flight plan export failed.'	The stored flight plan was not successfully exported to the SD card. The SD card may not have sufficient available memory or the card may have been removed prematurely.

PILOT PROFILE IMPORT/EXPORT MESSAGES

Pilot Profile Import/Export Results	Description
'No pilot profile plan files found to import.'	Displayed if the SD card does not have one or more valid pilot profile filenames.
'Overwrite existing profile?'	Displayed if the profile name matches the name of existing profile.
'Profile name invalid. Enter a different profile name.'	Displayed if the profile name is invalid.
'All available pilot profiles in use. Delete a profile before importing another.'	Displayed if the maximum number for pilot profiles has been reached.
'Pilot profile import failed.'	Displayed if the importing operation fails for any other reason.
'Pilot profile import succeeded.'	Displayed if the importing operation succeeds.
'Overwrite existing file?'	Displayed if the filename matches the name of an existing file on the SD card.
'Pilot profile export failed.'	Displayed if the export operation fails.
'Pilot profile export succeeded.'	Displayed if the export operation succeeds.

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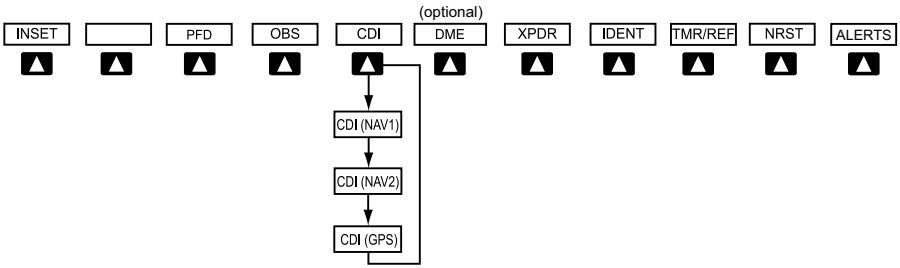
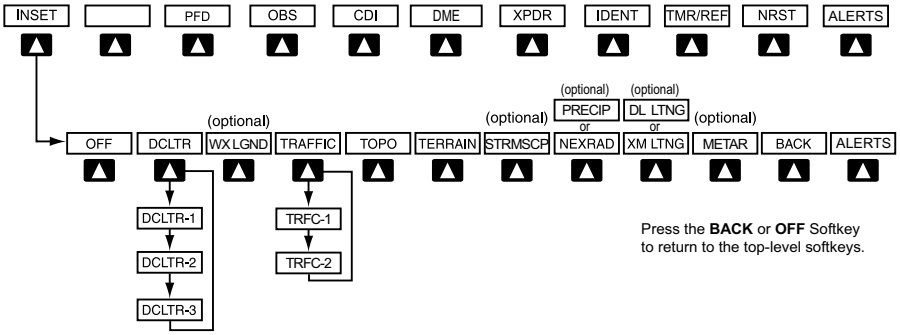
APPENDIX

PFD SOFTKEY MAP



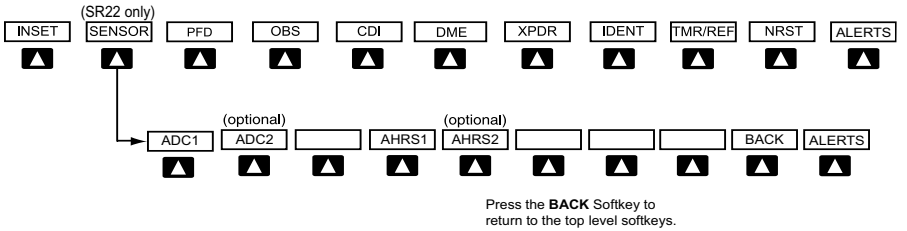
Top Level PFD Softkeys



Inset Map Softkeys

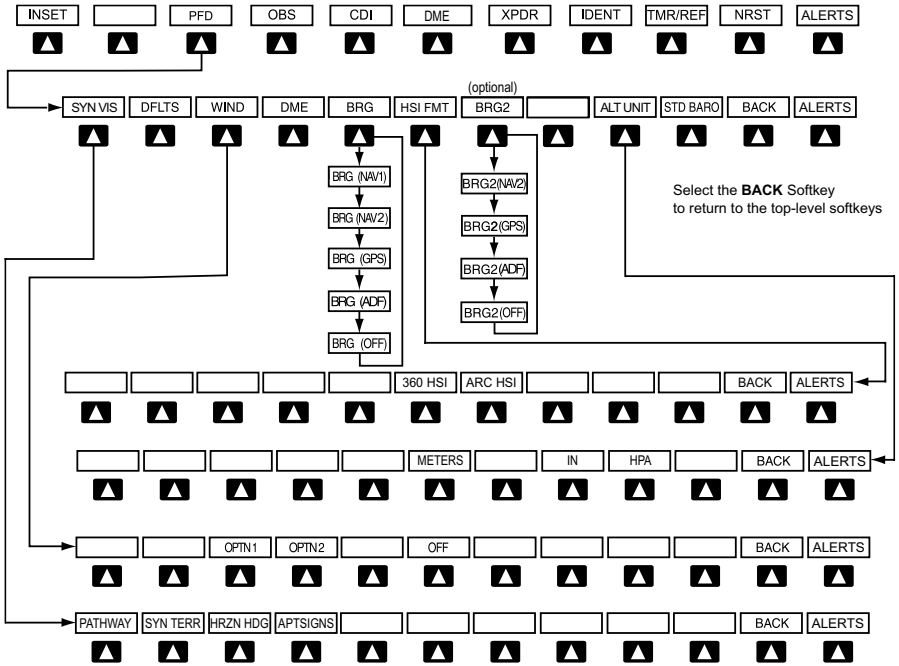
Level 1	Level 2	Description
INSET		Displays Inset Map in PFD lower left corner
	OFF	Removes Inset Map
	DCLTR (3)	Selects desired amount of map detail; cycles through declutter levels: DCLTR (No Declutter): All map features visible DCLTR-1: Declutters land data DCLTR-2: Declutters land and SUA data DCLTR-3: Removes everything except the active flight plan

Level 1	Level 2	Description
	WX LGND	Displays icon and age on the Inset Map for the selected weather products (optional)
	TRAFFIC	Cycles through traffic display options: TRFC-1: Traffic displayed on inset map TRFC-2: Traffic Map Page is displayed in the inset map window
	TOPO	Displays topographical data (e.g., coastlines, terrain, rivers, lakes) and elevation scale on Inset Map
	TERRAIN	Displays terrain information on Inset Map
	STRMSCP	Press to display the Stormscope lightning data on the Inset Map (within a 200 nm radius of the aircraft)
	NEXRAD **or** **PRECIP**	Displays NEXRAD weather and coverage information on the Inset Map (optional) Displays Worldwide Weather precipitation on the Inset Map (optional)
	XM LTNG **or** **DL LTNG**	Displays XM lightning information on the Inset Map (optional) Displays Worldwide Weather lightning information on the Inset Map (optional)
	METAR	Displays METAR flags for the airport symbols on the Inset Map



Sensor Softkeys

Level 1	Level 2	Description
SENSOR		Displays softkeys for selecting the #1 and #2 AHRS and Air Data Computers (SR22 only) (only available when optional ADC2 and AHRS2 are installed)
	ADC1	Selects the #1 Air Data Computer
	ADC2	Selects the optional #2 Air Data Computer
	AHRS1	Selects the #1 AHRS
	AHRS2	Selects the optional #2 AHRS

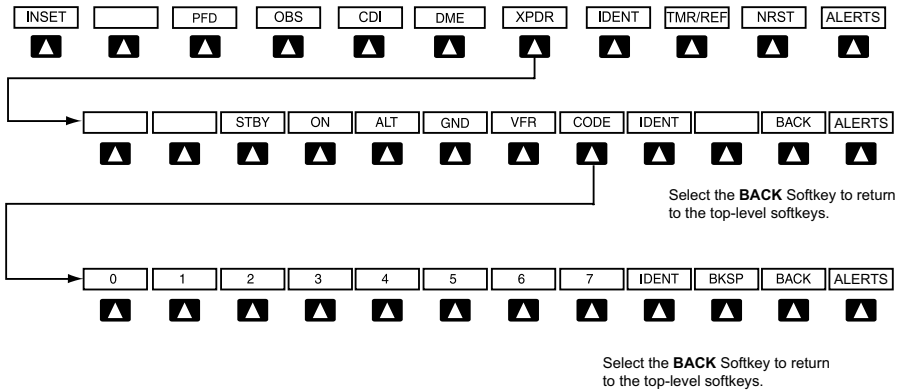


PFD Configuration Softkeys

Level 1	Level 2	Level 3	Description
PFD			Displays second-level softkeys for additional PFD configurations
	SYN VIS		Displays the softkeys for enabling or disabling Synthetic Vision features

Level 1	Level 2	Level 3	Description
		PATHWAY	Displays rectangular boxes representing the horizontal and vertical flight path of the active flight plan
		SYN TERR	Enables synthetic terrain depiction
		HRZN HDG	Displays compass heading along the Zero-Pitch line
		APTSIGNS	Displays position markers for airports within approximately 15 nm of the current aircraft position. Airport identifiers are displayed when the airport is within approximately 9 nm.
	DFLTS		Resets PFD to default settings, including changing units to standard
	WIND		Displays softkeys to select wind data parameters
		OPTN 1	Wind direction arrow with direction and speed
		OPTN 2	Wind direction arrows with headwind and crosswind components
		OFF	Information not displayed
	DME		Select to display the DME information window
	BRG		Cycles the Bearing Information Window through NAV1, NAV2 (omitted if BRG2 installed) or GPS/waypoint identifier and GPS-derived distance information, and ADF. All Bearing labels will be labeled BRG1 if BRG2 is installed.
	HSI FRMT		Displays the HSI formatting softkeys
		360 HSI	Displays the HSI in a 360 degree format
		ARC HSI	Displays the HSI in an arc format

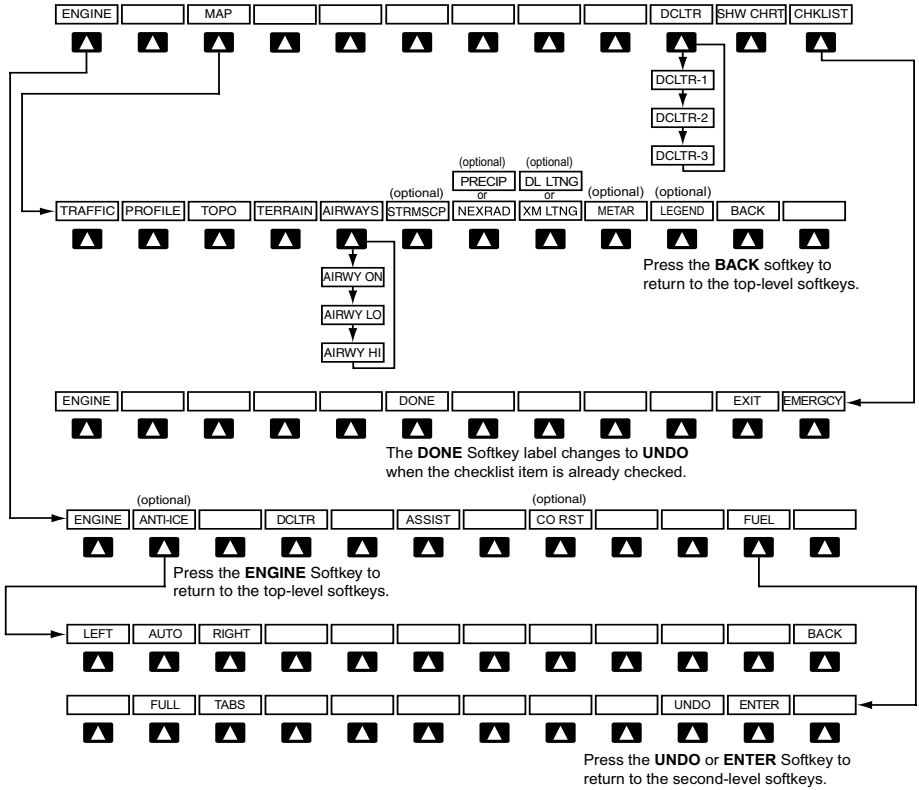
Level 1	Level 2	Level 3	Description
	BRG2		Cycles the Bearing Information Window through NAV2 or GPS/waypoint identifier and GPS-derived distance information, and ADF.
	ALT UNIT		Displays softkeys for setting the altimeter and BARO settings to metric units
		METERS	When enabled, displays altimeter in meters
		IN	Select to display the BARO setting as inches of mercury
		HPA	Select to display the BARO setting as hectopacals
	STD BARO		Sets altimeter setting to standard barometric pressure



Transponder Softkeys

Level 1	Level 2	Level 3	Description
XPDR			Displays transponder mode selection softkeys
	STBY		Selects Standby Mode (transponder does not reply to any interrogations)
	ON		Selects Mode A (transponder replies to interrogations)
	ALT		Selects Mode C – Altitude Reporting Mode (transponder replies to identification and altitude interrogations)
	GND		Manually selects Ground Mode, the transponder does not allow Mode A and Mode C replies, but it does permit acquisition squitter and replies to discretely addressed Mode S interrogations.
	VFR		Automatically enters the VFR code (1200 in the U.S.A. only)
	CODE		Displays transponder code selection softkeys 0-7
		0 — 7	Use numbers to enter code
		BKSP	Removes numbers entered, one at a time
IDENT			Activates the Special Position Identification (SPI) pulse for 18 seconds, identifying the transponder return on the ATC screen
TMR/REF			Displays Timer/References Window
NRST			Displays Nearest Airports Window
ALERTS			Displays the Alerts Window

MFD SOFTKEY MAP



MFD Softkeys

Level 1	Level 2	Level 3	Description
ENGINE			Displays full Engine Page and second-level engine softkeys; press again to return to the Engine Strip and top-level softkeys
	ANTI-ICE		Displays Anti-ice softkeys (optional-FIKI only)
		LEFT	Selects manual mode and opens the left tank valve and closes the right tank valve
		AUTO	Selects Auto Tank Mode

Level 1	Level 2	Level 3	Description
		RIGHT	Selects manual mode and opens the right tank valve and closes the left tank valve
	DCLTR		Declutters the Engine Temperatures Box removing bars and temperatures readouts
	ASSIST		Identifies temperature peaks
	CO RST		Resets the CO Guardian (optional)
	FUEL		Accesses the Initial Usable Fuel Page
		FULL	Resets fuel totalizer to full (*usable fuel*)
		TABS	Resets fuel totalizer to tabs (*usable fuel*)
		UNDO	Rejects the last entry and resets to the previous entry
		ENTER	Saves the usable fuel amount shown on the Initial Usable Fuel Page
MAP			Enables second-level Navigation Map softkeys
	TRAFFIC		Displays traffic information on Navigation Map
	PROFILE		Displays/removes Profile View on Navigation Map Page
	TOPO		Displays topographical data (e.g., coastlines, terrain, rivers, lakes) and elevation scale on Navigation Map
	TERRAIN		Displays terrain information on Navigation Map
	AIRWAYS		Displays airways on the map; cycles through the following: AIRWAYS: No airways are displayed AIRWY ON: All airways are displayed AIRWY LO: Only low altitude airways are displayed AIRWY HI: Only high altitude airways are displayed

Level 1	Level 2	Level 3	Description
	STRMSCP		Displays Stormscope lightning on the Navigation Map (optional feature). Stormscope lightning and XM WX lightning are mutually exclusive when displaying on the Navigation Map.
	NEXRAD **or** **PRECIP**		Displays NEXRAD weather and coverage information on the Navigation Map (optional) Displays Worldwide Weather precipitation on the Navigation Map (optional)
	XM LTNG **or** **DL LTNG**		Displays XM lightning information on the Navigation Map (optional) Displays Worldwide Weather lightning information on the Navigation Map (optional)
	METAR		Displays METAR flags on airport symbols shown on the Navigation Map
	LEGEND		Displays the legend for the selected weather products. Available only when NEXRAD, XM LTNG, and/or METAR softkeys are selected.
	BACK		Returns to top-level softkeys
DCLTR (3)			Selects desired amount of map detail; cycles through declutter levels: DCLTR (No Declutter): All map features visible DCLTR-1: Declutters land data DCLTR-2: Declutters land and SUA data DCLTR-3: Removes everything except the active flight plan
SHW CHRT			When available, displays optional airport and terminal procedure charts
CHKLIST			When available, displays optional checklists

LOADING UPDATED DATABASES

CAUTION: *Never disconnect power to the system when loading a database. Power interruption during the database loading process could result in maintenance being required to reboot the system.*

NOTE: *When loading database updates, the 'DB Mismatch' message will be displayed until database synchronization is complete, followed by turning system power off, then on. Synchronization can be monitored on the AUX-SYSTEM STATUS Page.*

In some cases it may be necessary to obtain an unlock code from Garmin in order to make the database product functional. It may also be necessary to have the system configured by a Garmin authorized service facility in order to use some database features.

If an error occurs during synchronization, an error message will be displayed, followed by the affected display in the Sync Status section of the Database Window. If synchronization completes on one display, but an error occurs on another, the error message will be displayed with the affected displays listed after it. When an error message is displayed, the problem must be corrected before synchronization can be completed. A power cycle is required to restart synchronization when 'Card Full' or 'Err' is shown.

Error Message	Description
Canceled	Database synchronization has been canceled by removing the bottom SD card in display being updated
Card Full	SD card does not contain sufficient memory
Err	Displayed for all other errors that may cause the synchronization process to be halted
Timeout	System timed-out prior to the database transfer completing

Loading Garmin Database Updates

1) With system power OFF, remove the MFD database card from the bottom card slot of the MFD.
2) Update the Garmin databases on the MFD card.
3) Insert the MFD database card into the bottom card slot of the MFD.

4) Apply power to the system, check that the databases are initialized and displayed on the power-up screen. When updating the terrain and FliteCharts databases, a 'Verifying' message may be seen. If this message is present, wait for the system to finish loading before proceeding to step 5.

5) Acknowledge the Power-up Page agreement by pressing the **ENT** Key or the right most softkey.

6) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

7) Turn the small **FMS** Knob to select the System Status Page.

8) Monitor the Sync Status in the Database Window. Wait for all databases to complete synching, indicated by 'Complete' being displayed.

9) Remove and reapply power to the system.

10) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

11) Turn the small **FMS** Knob to select the System Status Page.

12) Press the Display Database Selection Softkey to show database information for each display (**MFD1 DB**, **PFD1 DB**). Verify the correct database cycle information is shown for each database for each display.

Loading the Active Navigation Database

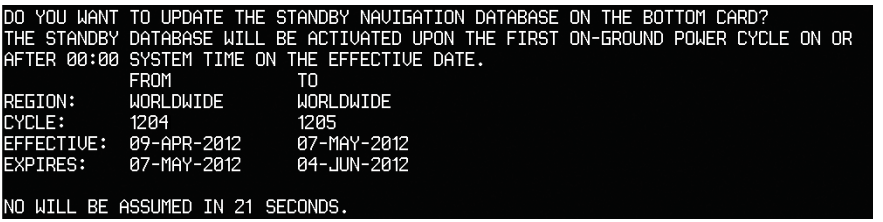
The Navigation Database that is loaded to internal memory as the active database will be used by the system.

NOTE: *Loading the navigation database as the active database prior to its effective date will result in the expiration date on the power-up screen and the effective date on the AUX-System Status Page being displayed in yellow.*

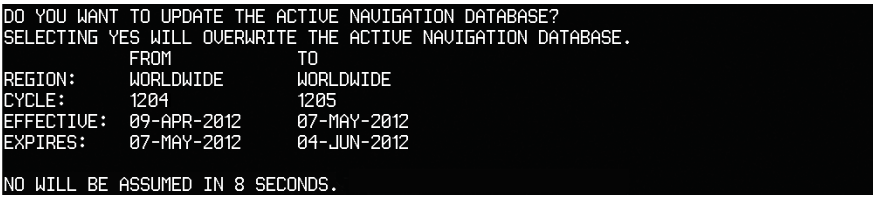
NOTE: *After the navigation database is loaded or copied, the top SD card may be removed.*

1) With the system OFF, insert the SD card containing the new navigation database version into the top card slot of the display (PFD or MFD) to be updated (label of SD card facing left).

2) Turn the system ON. A prompt is displayed in the upper left corner of the display:


DO YOU WANT TO UPDATE THE STANDBY NAVIGATION DATABASE ON THE BOTTOM CARD?
THE STANDBY DATABASE WILL BE ACTIVATED UPON THE FIRST ON-GROUND POWER CYCLE ON OR AFTER 00:00 SYSTEM TIME ON THE EFFECTIVE DATE.
FROM TO
REGION: WORLDWIDE WORLDWIDE
CYCLE: 1204 1205
EFFECTIVE: 09-APR-2012 07-MAY-2012
EXPIRES: 07-MAY-2012 04-JUN-2012
NO WILL BE ASSUMED IN 21 SECONDS.

3) Press the **NO** Softkey to proceed to loading the active database.
4) A prompt similar to the following is displayed. Press the **YES** Softkey to update the active navigation database.


DO YOU WANT TO UPDATE THE ACTIVE NAVIGATION DATABASE?
SELECTING YES WILL OVERWRITE THE ACTIVE NAVIGATION DATABASE.
FROM TO
REGION: WORLDWIDE WORLDWIDE
CYCLE: 1204 1205
EFFECTIVE: 09-APR-2012 07-MAY-2012
EXPIRES: 07-MAY-2012 04-JUN-2012
NO WILL BE ASSUMED IN 8 SECONDS.

5) After the update completes, the display starts in normal mode.
6) Turn the system OFF and remove the SD card from the top card slot.
7) Repeat steps 1 through 6 for the other displays (PFD or MFD).
8) Apply power to the system and press the **ENT** Key to acknowledge the startup screen.
9) Turn the large **FMS** Knob to select the AUX Page group on the MFD.
10) Turn the small **FMS** Knob to select the System Status Page.
11) Press the Display Database Selection Softkey to show active navigation database information for each display (**MFD1 DB**, **PFD1 DB**). Verify the correct active navigation database cycle information is shown for each display.

Loading the Standby Navigation Database

The purpose of the Standby Navigation Database is to allow the loading of the next cycle of the Navigation Database to the bottom SD card, prior to its effective date. (The Navigation Database is available seven days prior to its effective date.)

NOTE: *After the navigation database is loaded or copied, the top SD card may be removed.*

1) With the system OFF, insert the SD card containing the new navigation database version into the top card slot of the MFD.

2) Verify that an SD card is inserted in the bottom slot of each PFD and the MFD.

3) Turn the system ON. A prompt is displayed.

```
DO YOU WANT TO UPDATE THE STANDBY NAVIGATION DATABASE ON THE BOTTOM CARD?
THE STANDBY DATABASE WILL BE ACTIVATED UPON THE FIRST ON-GROUND POWER CYCLE ON OR
AFTER 00:00 SYSTEM TIME ON THE EFFECTIVE DATE.
            FROM            TO
REGION:     WORLDWIDE       WORLDWIDE
CYCLE:      1204            1205
EFFECTIVE:  09-APR-2012     07-MAY-2012
EXPIRES:    07-MAY-2012     04-JUN-2012

NO WILL BE ASSUMED IN 21 SECONDS.
```

4) Press the **YES** Softkey. The navigation database is copied to the SD card in the bottom card slot of the MFD.

5) After the navigation database files are copied to the bottom SD card, press any key to continue, as instructed.

6) Again, press any key to continue as instructed on the display.

7) Press the **NO** Softkey. The display now starts in normal mode. Since the database effective date is not yet valid, it should not be loaded as the active database. The display now starts in normal mode. Do not remove power while the display is starting.

8) Press the **ENT** Key to acknowledge the startup screen.

9) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

10) Turn the small **FMS** Knob to select the System Status Page.

11) The new database is copied to the SD card in the bottom card slot of each PFD. Progress can be monitored in the SYNC STATUS field. When copying is finished, 'Complete' is displayed.

NOTE: *During the synchronization process, version differences between standby navigation databases will exist. This will result in the system displaying a 'DB Mismatch' alert for the standby navigation databases. This alert will remain until the next power cycle.*

12) Turn system power OFF.

13) Remove the SD card from the top card slot of the MFD.

14) Turn system power ON.

15) Press the **ENT** Key to acknowledge the startup screen.

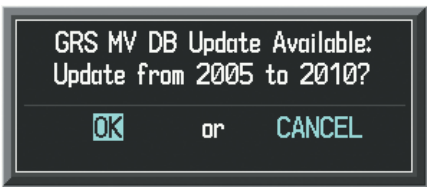
16) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

17) Turn the small **FMS** Knob to select the System Status Page.

18) Press the Display Database Selection Softkey to show standby navigation database information for each display (**MFD1 DB**, **PFD1 DB**). Verify the correct standby navigation database cycle information is shown for each display.

Magnetic Field Variation Database Update

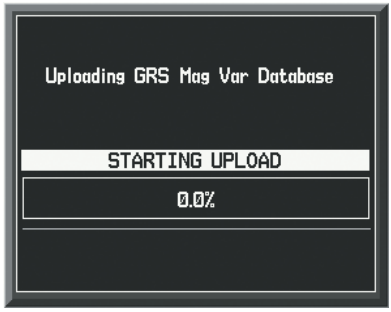
At startup, the system compares this version of the MV DB with that presently being used by the AHRS (GRS). If the system determines the MV DB needs to be updated, a prompt is displayed on the Navigation Map Page, as shown in the following figure.



GRS Magnetic Field Variation Database Update Prompt

Loading the magnetic field variation database update:

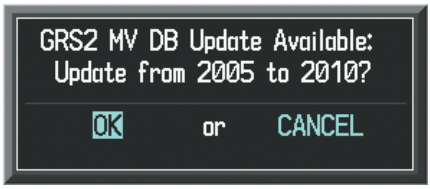
1) With 'OK' highlighted, as shown in the previous figure, press the **ENT** Key on the MFD. A progress monitor is displayed as shown in the following figure.



Uploading Database to GRS

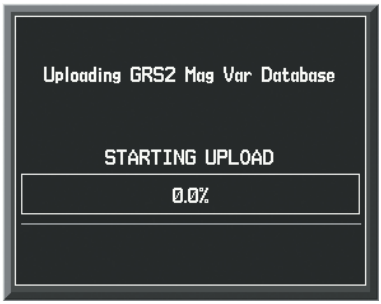
2) If a single GRS is installed, the system is ready for use when the upload is complete. Otherwise, continue the procedure to update the other GRS.

3) The system displays a prompt for the next GRS upload is displayed, as seen in the following figure.



GRS2 Magnetic Field Variation Database Update Prompt

4) With 'OK' highlighted, press the **ENT** Key on the MFD. A progress monitor is displayed as shown in following figure. When the upload is complete, the system is ready for use.



Uploading Database to GRS2

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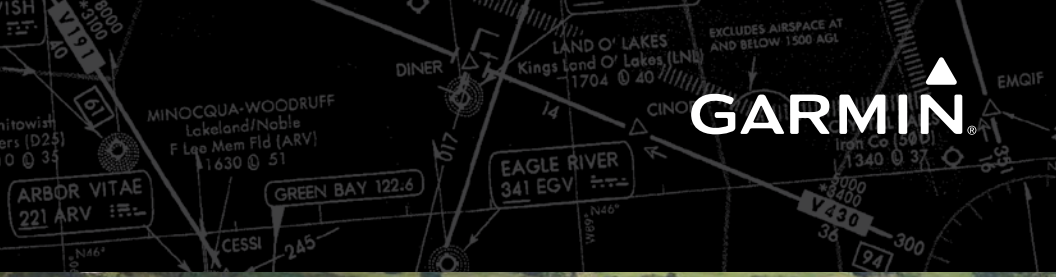

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p: 886/2.2642.9199 f: 886/2.2642.9099

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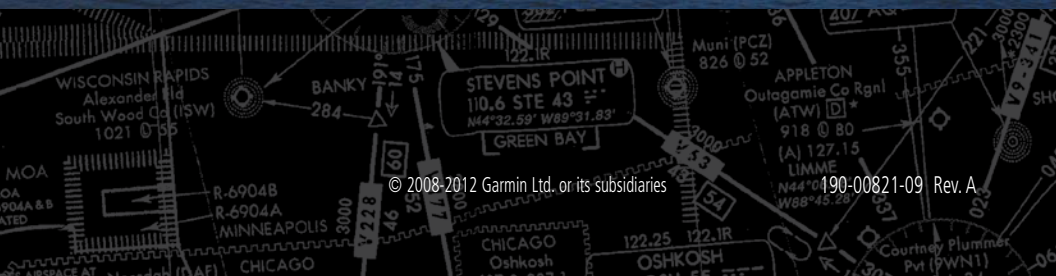

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190-00821-09 Rev. A